
DOCUMENT HISTORY

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-	Local Plan Examination - Evidence	SR	JJ	RW	06.12.2019

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Introduction

Bradley Murphy Design Ltd. (BMD) has been appointed by Pigeon Investment Management Ltd, on behalf of Pigeon (Hemel Hempstead) Ltd, to undertake a Green Belt Review to inform the iterative design process and form part of the evidence base, to support the allocation of the North Hemel Hempstead Broad Location (hereafter referred to as ‘the Site’ as illustrated on **Figure 001**) as part of the St Albans Local Plan Examination for a proposed mixed use urban extension to Hemel Hempstead.

The North Hemel Hempstead Broad Location is identified under Policy S6 iv of the St Albans Local Plan Publication Draft, for the provision of a major urban extension of Hemel Hempstead comprising the delivery of a minimum of 1,500 dwellings and associated infrastructure. Pigeon Hemel Hempstead Ltd are the landowners of the southern part of the North Hemel Hempstead Broad Location Site and are working with neighbouring landowners to bring forward the development of the Site.

In November 2013, Sinclair Knight Merz (SKM) undertook the ‘Part 1 Study: Green Belt Review Purposes Assessment’ on behalf of Dacorum Borough Council, St Albans City and District Council, and Welwyn Hatfield Borough Councils, to inform the future planning strategies for each authority. The Green Belt was sub-divided into strategic land parcels for assessment against the Green Belt purposes identified within the NPPF. The North Hemel Hempstead Broad Location Site lies within strategic land parcel GB16B - Land to North of Hemel Hempstead as illustrated on **Figure 001**.

The Part 1 study identified eight strategic sub-areas of land within St Albans District, which were considered to provide the least contribution to the Green Belt purposes; strategic land parcel GB16B, including the Site, was not included. In February 2014, SKM were commissioned to undertake the ‘Green Belt Review Sites and Boundaries Study’ of the eight strategic sub-areas to identify potential ‘Broad Location’ sites for release from the Green Belt for future development.

In 2018, St Albans City and District Council determined that, in addition to the eight Broad Locations already identified, further land would need to be released from the Green Belt as part of the new Local Plan to meet the District’s housing needs for the period 2020-2036. As a result, two of the three strategic land parcels given an Amber rating within the SKM Part 1 Study, including the North Hemel Hempstead site within parcel GB16B, were identified for release from the Green Belt.

Subsequently, in March 2019, St Albans City and District Council in collaboration with Dacorum Borough Council and other partners were successful in their bid as part of the Government’s Garden Communities programme for ‘Hemel Garden Communities’, a proposed major urban

extension providing 10,000 new homes to the east and north of Hemel Hempstead, encompassing strategic land parcel GB16B and the North Hemel Hempstead Broad Location Site.

This Green Belt Review provides a more fine-grained assessment of the North Hemel Hempstead Broad Location Site against the Green Belt purposes and consideration of the potential capacity to accommodate development, as the SKM Part 1 study does not fully represent the North Hemel Hempstead Site, as it forms less than 15% of the total wider strategic GB16B area.

Sites Contribution to Green Belt Purposes

This Green Belt Review should be read in conjunction with the BMD.19.036.RP.001 Landscape and Visual Appraisal. A summary of this review can be found in **Section 5: Green Belt** of the LVA.

As part of the evidence base supporting the emerging St Albans Local Plan, St Albans District Council commissioned a Green Belt Review Purposes Assessment (November 2013) to assess the contribution that strategic land parcels have on the five Green Belt Purposes (as defined by the NPPF). The Site is 87.84ha in size and sits wholly within strategic land parcel GB16B (see drawing **BMD.19.036.GBR.FIG.001** below), which totals 656ha of Green Belt land in its entirety. The North Hemel Hempstead Site forms less than 15% of the total wider strategic GB16B area, with 67.40ha of the allocated Site proposed to be released from the Green Belt for development. Therefore, the findings of the wider GB16B area do not fully represent the contribution the Site makes to the purposes of the Green Belt.

The Green Belt Purpose Assessment for the North Hemel Hempstead Broad Location Site, outlined in this Green Belt Review, is considered alongside the findings for Land North of Hemel Hempstead – GB16B.

The NPPF (February 2019) sets out the five key purposes for including land in the Green Belt. Removal of 67.40ha of Green Belt land from the North Hemel Hempstead Broad Location total area of 87.84ha as proposed in the Local Plan Policies Map and as shown on **BMD.19.036.GBR.FIG.002** - for allocation as the North Hemel Hempstead Broad Location for development - would have the following effects and implications on these five stated purposes:

Green Belt Purpose	
<p><i>Check unrestricted sprawl of large built up areas</i></p>	<p>BMD.19.036.GBR.FIG.001 illustrates the broad context of the Green Belt around the Site and the wider area to the north east of Hemel Hempstead. The existing eastern edge of Hemel Hempstead is undulating and visually well contained, disrupted by mature hedgerows and tree belts, and is sensitive due to its current Green Belt allocation but for no other reason. The existing Green Belt boundary (where it coincides with the Site) is defined by a rural lane (Holtsmere End Lane) and mature hedgerows and tree belts.</p> <p>As illustrated on BMD.19.036.GBR.FIG.002, the proposed revision to the Green Belt boundary would provide a clearly defined and defensible boundary to the Green Belt in this location. The existing on Site 400kv pylon line would provide a permanent, defensible and long-term Green Belt boundary that would be reinforced by the proposed Country Park and additional landscape mitigation along the Site’s eastern edge. Along the southern boundary the adopted Site allocation for East Hemel Hempstead and the Country Park form a new green edge to the development site and a long-term buffer, bound additionally by the M1 Motorway to the east. The Site’s north western boundary adjoins the wider strategic area for the extent of the proposed Hemel Garden Communities (as outlined in the Hemel Garden Communities Charter), which could also provide an alternative longer term defensible Green Belt boundary to the north and east of Hemel Hempstead.</p> <p>The St Albans Green Belt Review Purposes Assessment, concludes that area GB16B provides limited or no contribution to checking unrestricted sprawl of large built up areas as it is located away from large built up areas and does not form a connection with a wider network of parcels to restrict sprawl.</p>

Green Belt Purpose	
<p><i>Preventing neighbouring towns from merging into one another</i></p>	<p>The Site does not occupy a crucial position in the wider Green Belt context. Other parts of the Green Belt in the area surrounding Hemel Hempstead and in the wider context are more important in preventing the merging of settlements and the Site shares no visual connectivity with surrounding settlements.</p> <p>The existing distances between the Green Belt boundary surrounding the eastern edge of Hemel Hempstead and the nearest settlements to the east of Hemel Hempstead are as follows:</p> <ul style="list-style-type: none"> • Hemel Hempstead – Redbourn 2.15km • Hemel Hempstead – St Albans 4.60km <p>As illustrated on BMD.19.036.GBR.FIG.002 the proposed Green Belt boundary would reduce the width of Green Belt between Hemel Hempstead and Redbourn by approximately 520m. However, the open undulating landform, valley character, dense intervening vegetation and M1 motorway between these settlements increases the notion of separation and, furthermore, the setting of the Chilterns AONB designation to the north of Hemel Hempstead and west of Redbourn has been influential in preventing / managing urban sprawl from occurring around these settlements.</p> <p>BMD.19.036.GBR.FIG.002 also demonstrates how the revision to the Green Belt boundary would not reduce the minimum width of Green Belt between Hemel Hempstead and St Albans. Again, there is no visual connection between the Site and St Albans and the existing undulating landform, vegetation and the M1 motorway provide a robust separation between the settlements.</p> <p>Whilst development would extend Hemel Hempstead’s urban edge slightly eastwards towards Redbourn, the separate identity of these respective settlements would not be affected. The removal of the Site from the Green Belt would not prejudice this Green Belt purpose as the Site is not fundamentally important in maintaining separation between the existing settlements.</p>

Green Belt Purpose	
	<p>The St Albans Green Belt Review Purposes Assessment concludes that area GB16B offers partial contribution to preventing neighbouring towns from merging into one another due to its association with GB18A and GB19 in preventing coalescence between Hemel Hempstead and Luton and Dunstable. However, with regards to the Site, removal from the Green Belt would not reduce the identified 10km gap between these large settlements.</p> <p>The assessment also concludes that GB16B as a whole offers a significant contribution to maintaining the existing settlement pattern, but acknowledges that any reduction in the gap between Hemel Hempstead and Redbourn would be unlikely to compromise the separation of settlements in physical or visual terms. In any event, the North Hemel Hempstead site forms less than 15% of the GB16B land parcel. As a result, the Site plays a far more limited role in maintaining the existing settlement pattern and could be released from the Green Belt for development without compromising this objective.</p>
<p><i>To assist in safeguarding the countryside from encroachment</i></p>	<p>The landscape and visual analysis within the accompanying LVA demonstrates that the Site is visually separated from the prevailing countryside to the north and to a large extent, the east due to existing vegetation, landform and visually detracting features such as the 400kv overhead pylons and M1 motorway. The Site proposed for removal from the Green Belt at North Hemel Hempstead has been influenced by its visual containment from the wider countryside and in response to the proposals for the East Hemel Hempstead Broad Location to the south of the Site - which would itself push the Green Belt boundary eastwards, south of Hemel Hempstead / Redbourn Road.</p> <p>The removal of the Site from the Green Belt would lead to a limited and negligible perception of encroachment into the countryside because of the Site's high degree of visual containment and existing nearby large scale motorway and energy infrastructure.</p> <p>The St Albans Green Belt Review Purposes Assessment concludes that parcel GB16B as a whole offers a significant</p>

Green Belt Purpose	
	<p>contribution to assisting in safeguarding the countryside from encroachment due to limited evidence of urban influences and high levels of visual openness. However, with regards to the North Hemel Hempstead Broad Location Site, it comprises only a small proportion of this parcel. Furthermore, it is visually well contained and visual openness is limited due to the cumulative effect of the undulating landform and intervening vegetation around the Site’s boundaries and within the surrounding immediate landscape. Therefore, it is determined that the North Hemel Hempstead Site contributes little to this Green Belt purpose.</p>
<p><i>To preserve the setting and special character of historic towns</i></p>	<p>The settlement of Hemel Hempstead dates back to 1086 and has developed as an agricultural market town, continuing to expand post the Second World War following its ‘New Town’ designation with other smaller settlements enveloping the town on all sides. Two Conservation Areas exist at the centre of Hemel Hempstead and one exists within Redbourn. Removal of the North Hemel Hempstead Broad Location Site from the Green Belt would not significantly impact upon the existing setting and character of these Conservation Areas, due to the appreciable distance, intervening motorway, energy infrastructure and extent of intervening built form and vegetation.</p> <p>There are four listed buildings within the immediate vicinity of the North Hemel Hempstead Broad Location Site. The proposed Framework Masterplan shows how the impact on these will be negligible, with proposed offsetting from development and enhanced vegetated screening along sensitive boundaries to avoid any harm to their setting. There are no on site environmental designations.</p> <p>The St Albans Green Belt Review Purposes Assessment states that area GB16B offers limited or no contribution to preserving the setting and special character of historic towns as the nature of the landscape represents an open rural setting with views into and from the open countryside to the north and west.</p>

<p><i>To assist in urban regeneration by encouraging the recycling of derelict land and other urban land</i></p>	<p>There is relatively little derelict or other previously developed land available in Hemel Hempstead or St Albans to allow regeneration and few opportunities for infilling. The Metropolitan Green Belt designation currently covers the entirety of the rural part of the St Albans District and the Council has concluded that the District's housing requirement cannot be met by using land already within the settlement boundaries and outside of the Green Belt since there is insufficient capacity.</p> <p>With this in mind, urban development should be channelled towards the most sustainable locations adjoining urban areas including around Hemel Hempstead and should be concentrated in line with the Hemel Garden Communities Charter vision area as a sustainable pattern of development, in accordance with paragraph 138 of the NPPF.</p>
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Conclusion

This Green Belt Review provides a more fine-grained assessment of the North Hemel Hempstead Site against the Green Belt purposes and consideration of the potential capacity to accommodate development without unduly compromising the purposes of the Green Belt, as the Green Belt studies commissioned by St Albans City and District Council did not fully represent the North Hemel Hempstead Broad Location Site, as the Site formed less than 15% of the total wider strategic land area assessed under parcel GB16B.

With reference to the landscape and visual appraisal (BMD.19.036.RP.001) undertaken in combination with the Green Belt Review, the following conclusions can be drawn:

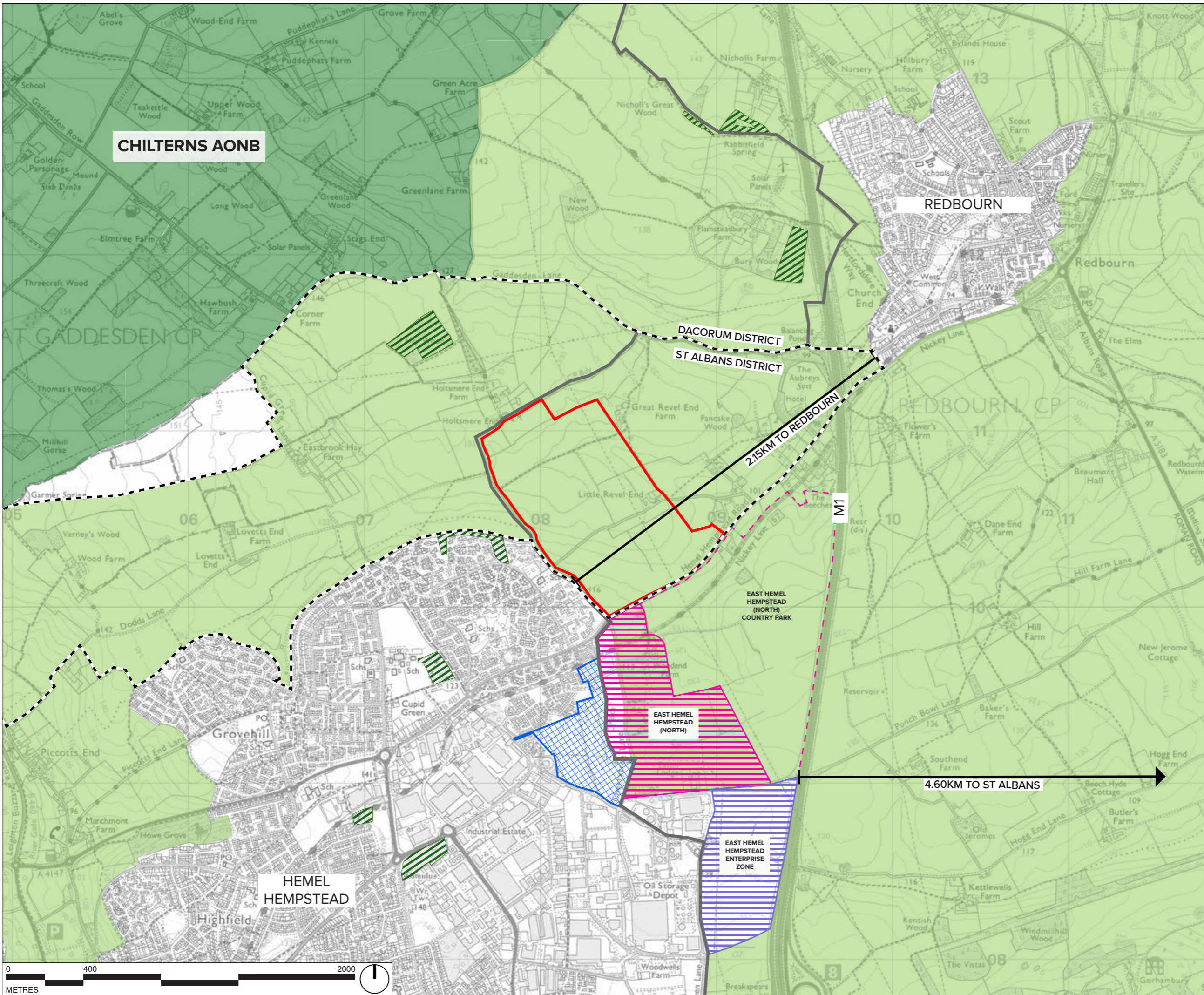
- the Site is not constrained by any environmental designations;
- the Site is visually enclosed and contained in views from the north, west and south and to a lesser extent from the east by undulating topography, intervening vegetation and the M1 motorway infrastructure;
- views towards the Site from the Chiltern's AONB and Redbourn Conservation Area are screened by intervening mature vegetation and landform;
- the Site contains mature hedgerows and trees field boundaries affording the site an enclosed character that is distinct in scale and enclosure from the prevailing open agricultural land use.

The Council's assessments have determined that the St Albans City and District Council housing requirement cannot be met through the recycling of derelict land or other land within the urban areas and outside of the Green Belt. As a result, there are exceptional circumstances that justify the release of the land from the Green Belt in order to fulfil future housing requirements for the District.

St Albans City and District Council has therefore identified a need to release sites from the Green Belt for development and in terms of candidate sites, the North Hemel Hempstead Broad Location Site makes a limited contribution overall towards all Green Belt purposes. The proposed Green Belt Boundary has been informed through the promotion of sustainable patterns of development around Hemel Hempstead, demonstrating how the release of the North Hemel Hempstead Broad Location Site from the Green Belt would not compromise the purposes and effectiveness of the Green Belt.

The proposed Green Belt boundary and the associated new Country Park would create a permanent landscape buffer, featuring green infrastructure in the form of new woodland planting, improvements to biodiversity, habitat connectivity, new and enhanced walking and cycling routes and improved access to the countryside (see **Figure 003 Landscape Mitigation Plan**), in accordance with paragraphs 137 – 138 of the NPPF, 2019.

There is the potential to provide a clear defensible and permanent new Green Belt boundary along the Site's eastern edge as illustrated in **Figure 003**, formed by the existing 400kv pylons that run on a north west to south east axis across the Site, which can be reinforced with additional landscape mitigation.



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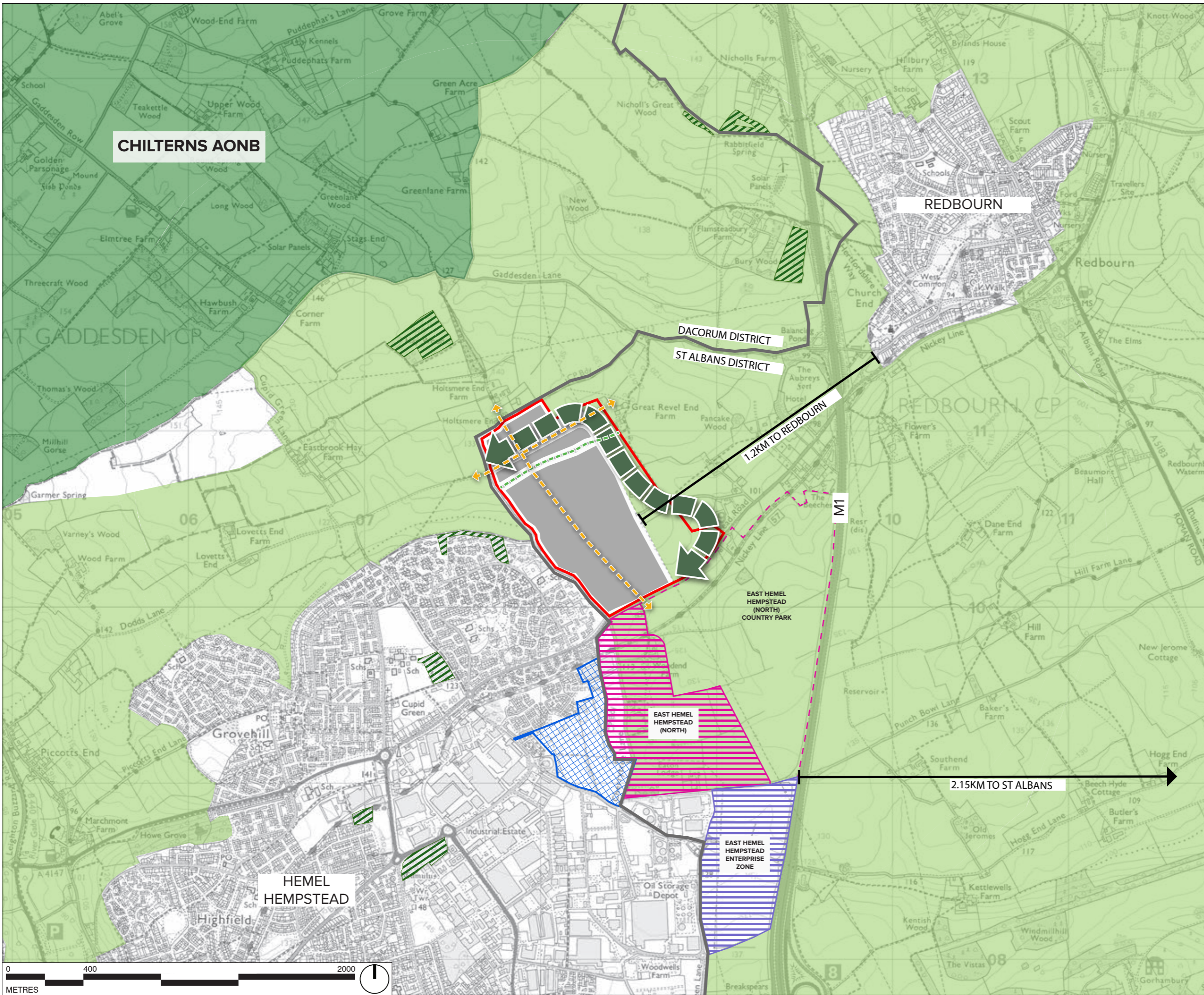
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-  SITE BOUNDARY - NORTH HEMEL HEMPSTEAD (EMERGING LOCAL PLAN POLICY S6)
-  DISTRICT BOUNDARY LINE
-  EXISTING DISTANCE BETWEEN SETTLEMENTS
- LANDSCAPE DESIGNATIONS**
-  CHILTERN AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
-  EXISTING GREEN BELT EXTENT (ST ALBANS LOCAL PLAN POLICY S1 / DACORUM CORE STRATEGY POLICY CS5)
-  ANCIENT WOODLAND
- ST ALBANS PLANNING DESIGNATIONS**
-  EAST HEMEL HEMPSTEAD (NORTH)
-  EAST HEMEL HEMPSTEAD ENTERPRISE ZONE
-  EAST HEMEL HEMPSTEAD NORTH COUNTRY PARK
- DACORUM PLANNING DESIGNATIONS**
-  SPENCERS PARK (HOUSING DEVELOPMENT)
- GREEN BELT REVIEW PURPOSES ASSESSMENT**
-  GREEN BELT AREA GB16B*

SOURCE: GREEN BELT REVIEW PURPOSES ASSESSMENT, NOVEMBER 2013















Rev	Description	Date	
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Client			
PIGEON INVESTMENT MANAGEMENT LTD			
Project			
NORTH HEMEL HEMPSTEAD			
Drawing Title			
Figure 001: Existing Green Belt Context			
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Drawing Number			
BMD.19.036.GBR.FIG.001			





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-  SITE BOUNDARY - NORTH HEMEL HEMPSTEAD (EMERGING LOCAL PLAN POLICY S6)
-  DISTRICT BOUNDARY LINE
-  EXISTING RETAINED PUBLIC FOOTPATH REDBOURN 011
- LANDSCAPE DESIGNATIONS**
-  CHILTERN'S AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
-  ANCIENT WOODLAND
- ST ALBANS PLANNING DESIGNATIONS**
-  EAST HEMEL HEMPSTEAD (NORTH)
-  EAST HEMEL HEMPSTEAD ENTERPRISE ZONE
-  EAST HEMEL HEMPSTEAD NORTH COUNTRY PARK
- DACORUM PLANNING DESIGNATIONS**
-  SPENCERS PARK (HOUSING DEVELOPMENT)
- PROPOSED DESIGN PARAMETERS**
-  PROPOSED REVISED GREEN BELT
-  PROPOSED EXTENT OF DEVELOPMENT
-  PROPOSED WOODED EDGE TO DEVELOPMENT
-  PROPOSED GREEN CORRIDOR
-  PROPOSED DISTANCE BETWEEN SETTLEMENTS

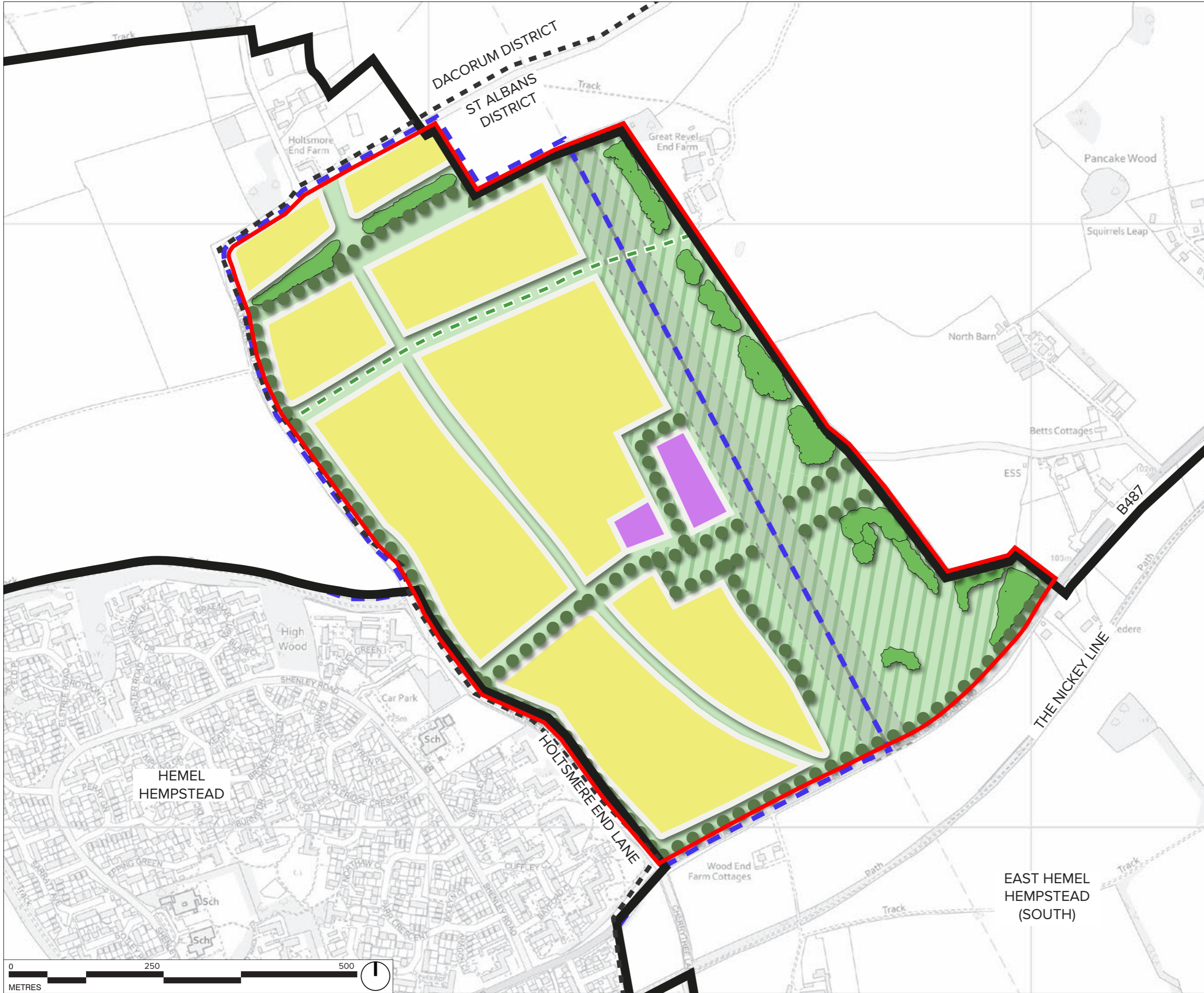
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t: e: www.bradleymurphydesign.co.uk Client		
PIGEON INVESTMENT MANAGEMENT LTD		
Project NORTH HEMEL HEMPSTEAD		
Drawing Title Figure 002: Proposed Green Belt Revision		
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Drawing Number		Date
BMD.19.036.GBR.FIG.002		25/11/2019
		Revision



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-  SITE BOUNDARY - NORTH HEMEL HEMPSTEAD (EMERGING LOCAL PLAN POLICY S6)
-  DISTRICT BOUNDARY LINE
-  RETAINED LANDSCAPE FEATURES, PLANTING AND HEDGEROWS
-  RETAINED PUBLIC RIGHT OF WAY
-  RETAINED 400KV PYLONS WITH 60M OFFSET
-  BOUNDARY FOR POTENTIAL GREEN BELT RELEASE
-  PROPOSED LANDSCAPE MITIGATION
-  PROPOSED COUNTRY PARK
-  PROPOSED PUBLIC OPEN SPACE
-  PROPOSED URBAN DEVELOPMENT PARCELS
-  PROPOSED SCHOOL ZONE
-  HEMEL GARDEN COMMUNITIES VISION AREA



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	Purpose of Issue		
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Project			
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Figure 003: LANDSCAPE MITIGATION PLAN			
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Drawing Number			
BMD.19.036.GBR.FIG.003			





VISION AND DELIVERY STATEMENT

**LAND NORTH OF
REDBOURNE ROAD,
HEMEL HEMPSTEAD**

MARCH 2021





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1.0 EXECUTIVE SUMMARY

This document supports Pigeon’s submissions to the St Albans Local Plan 2020-2038 ‘Call for Sites’ consultation. The document confirms the deliverability of Land North of Redbourn Road, Hemel Hempstead for residential-led development as part of the wider Hemel Garden Communities (HGC) proposals.

Introduction

St Albans City and District Council are in the process of preparing 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 - 2038. The Land North of Redbourn Road, Hemel Hempstead was formerly identified for development within the withdrawn Local Plan as part of the North Hemel Hempstead Broad Location.

This document demonstrates that the Land North of Redbourn Road, Hemel Hempstead is deliverable, technically unconstrained and a sustainable location for new development.

The Site

The site comprises 35.4 hectares (see red line boundary on the opposite page) of predominantly arable agricultural farmland, interspersed with mature field trees and hedgerow field boundaries.

A Sustainable Location

Our sustainability audit has demonstrated the Land North of Redbourn Road, Hemel Hempstead and former allocation 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 Hemel Hempstead, lends itself to sustainable modes of transport. 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 sustainable modes of travel including public transport.

Technical and Environmental Studies

We have undertaken a number of technical assessments on the Land North of Redbourn Road, Hemel Hempstead and conclude that there is relatively little to constrain development or prevent delivery of the Site as part of the wider North Hemel Hempstead and Hemel Garden Communities proposals. Issues such as planting, public rights of way, utilities, drainage, ecology, heritage, movement and access and landscape and visual impact can be adequately mitigated through sensitive masterplanning. The site is able to contribute to meeting the wider objectives of the HGC draft Spatial Vision.

The release of the Site from the Green Belt as part of the wider North Hemel Hempstead and HGC proposals requires a revised Green Belt boundary in this location. It is considered that the new Green Belt boundary to be formed by the release of land from the Green Belt for the HGC proposals should be informed both by the Council’s ongoing Green Belt Review and the work being undertaken by the HGC Landowners and the Councils in relation to the HGC Framework Plan. The Site is able to provide land to contribute to the provision of a long term, defensible new Green Belt boundary along the Site’s eastern edge including a new Country Park featuring landscape mitigation.



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



Vision

Our initial illustrative masterplanning work has been developed in response to technical and environmental considerations and has demonstrated that the requirements of the previous draft Policy S6 iv of the withdrawn St Albans Local Plan for the land at North Hemel Hempstead is fully deliverable. This will be subject to further consideration as part of the production of the HGC Framework Plan for the wider HGC Growth Areas being undertaken by David Locke Associates.

The Land North of Redbourn Road, Hemel Hempstead presents the opportunity to create a new, integrated, neighbourhood for Hemel Hempstead which positively contributes to the wider HGC proposals and is based upon the Garden City principles, sustainable design and health and wellbeing.

Whilst infrastructure requirements and site capacity is currently being reviewed as part of the HGC Framework Plan, our previous masterplanning work to date has demonstrated that the North Hemel Hempstead Broad Location Site as a whole (including our own land and the land to the north controlled by Bloor Homes) is able to provide:

- 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 Land North of Redbourn Road, Hemel Hempstead forms the southern part of the former North Hemel Hempstead Broad Location and is wholly owned by Pigeon. The land is available for development, is free from any overriding legal or technical constraints and the development of the Site is considered to be viable. A deliverable access to the Site can be provided from Redbourn Road without the need for third party land.

Pigeon is currently working in collaboration with the other main landowners within the HGC Growth Area to support and fund the production of a Framework Plan and other evidence for the whole of the HGC Growth Area. This will provide a detailed spatial framework for the North and East of Hemel Hempstead Growth Areas and outline strategic infrastructure to support the HGC programme's ambitious growth and transformation objectives in accordance with Garden City principles

A Statement of Common Ground between Pigeon, Bloor the promoter of the northern part of the North Hemel Hempstead Broad Location along with 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. A Memorandum of Understanding between The Crown Estate and Pigeon is also being prepared which will formally set out areas of cooperation and joint working.



	Land North of Redbourn Road, wholly owned by Pigeon		Primary access
	Allocation boundary identified within the withdrawn Local Plan		Secondary access
	Public right of way		SuDS network
	Primary school 3FE		UHV power-line pylons
	Nursing care home (C2)		Landscape corridors
	Mixed-use local centre		Oil pipeline easement
	Playing fields		Pedestrian/cycle access
	Young children's play		Allotments
	Teenage children's play		Country Park parking
	Older children's play		Strategic planting
			School playing fields

Hemel Garden Communities Charter (Dacorum Borough Council)

Policy S6i. East Hemel Hempstead (North) Broad Location



Introduction & Context

2.0 INTRODUCTION

This Vision and Delivery Statement has been prepared by Mosaic on behalf of Pigeon for land to the north of Redbourn Road, Hemel Hempstead. The land forms part of the North Hemel Hempstead Broad Location site formerly identified in the withdrawn Local Plan

This document confirms the deliverability of Land North of Redbourn Road, Hemel Hempstead for residential-led development as part of the wider Hemel Garden Communities proposals.

This document demonstrates the Land at North of Redbourn Road, Hemel Hempstead is deliverable, technically unconstrained and a sustainable location for new development. Together with the land to the remaining part of the wider North Hemel Hempstead site as previously identified in the withdrawn Local Plan the land is able to deliver a:

1. Masterplanned development in collaboration with St Albans City and District Council, Dacorum Borough Council, Hertfordshire County Council, the adjoining HGC Landowners, local communities and other key stakeholders;
2. Minimum capacity of 1,500 dwellings, including approximately 500 dwellings within the Land North of Redbourn Road Site controlled by Pigeon;
3. Residential or Nursing care home and Flexi-care scheme;
4. Minimum 40% Affordable Housing;
5. Minimum overall net density 40 dwellings per hectare;
6. A mix of housing sizes, types and tenures;
7. Strategic and local public open space, including managed woodland and ecological networks;
8. Countryside access links including improved off-road paths (rights of way) and links to a community food zone retained in the Green Belt;
9. 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;
11. A 3FE primary school, including early years provision, to serve the new community;
12. Transport network (including walking and cycling links) and public transport services upgrades/improvements;
13. New neighbourhood and local centres, including commercial development opportunities;
14. Recreation space and other community facilities, including health provision;
15. Community Management Organisation with sufficient assets to provide sustainable management of community facilities, open spaces and parklands;
16. Excellence in design, energy efficiency and water management; and
17. Appropriate renewable energy production and supply mechanisms.

New Town

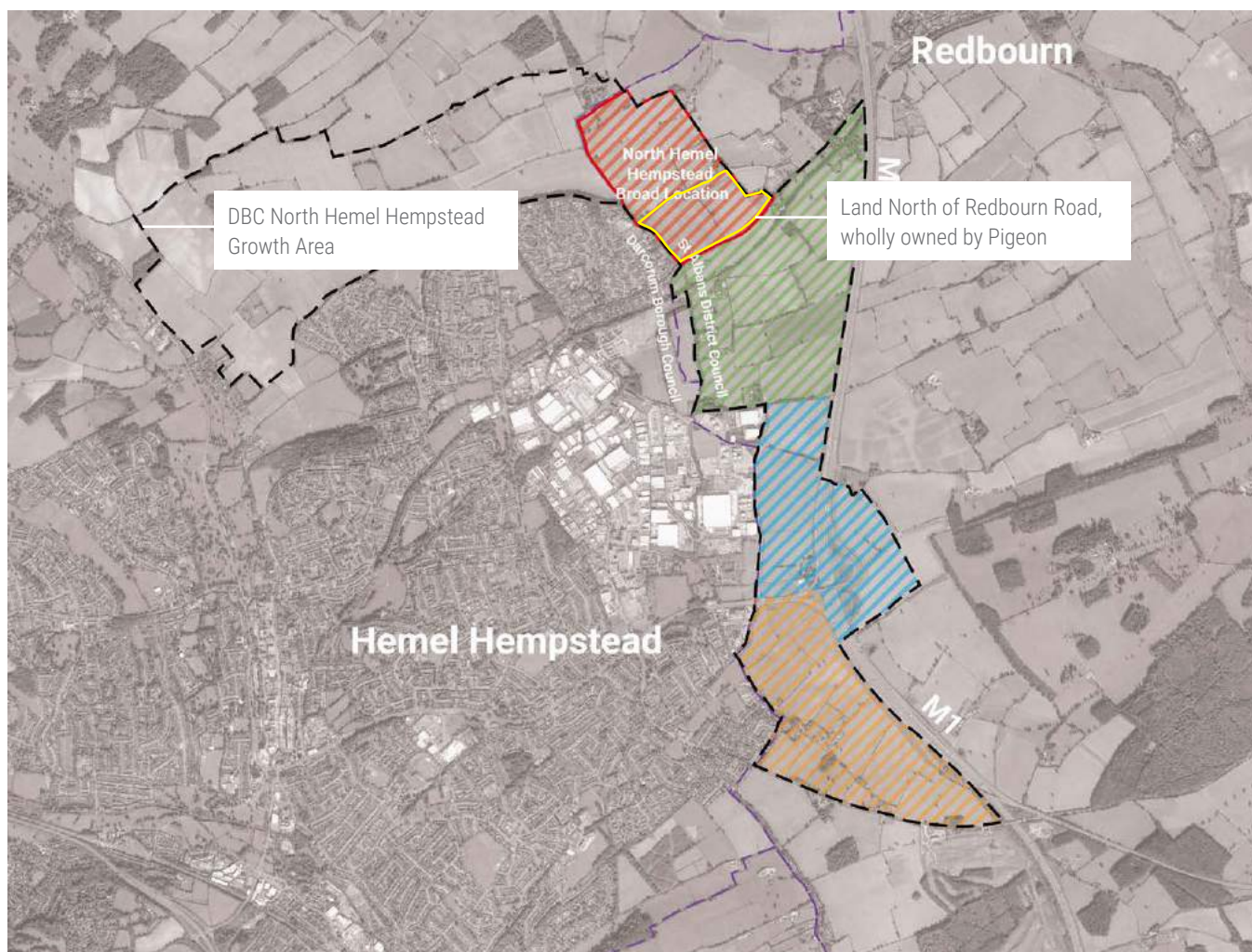
After the Second World War, in 1946, the government designated Hemel Hempstead as the site of one of its proposed new towns. On 4 February 1947, the Government purchased 5,910 acres (23.9 km²) of land and began work on the "New Town". The first new residents moved in during April 1949 and the town continued 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, the Hertfordshire Enviro-Tech Enterprise Zone and the other landowners are working to deliver a large-scale housing-led mixed use development providing around 11,000 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 HGC Charter, its nine guiding placemaking principles, the draft Spatial Vision and the collaborative spirit of the ongoing work in relation to Hemel Garden Communities.



Former Policy S6i identified within the withdrawn Local Plan: 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



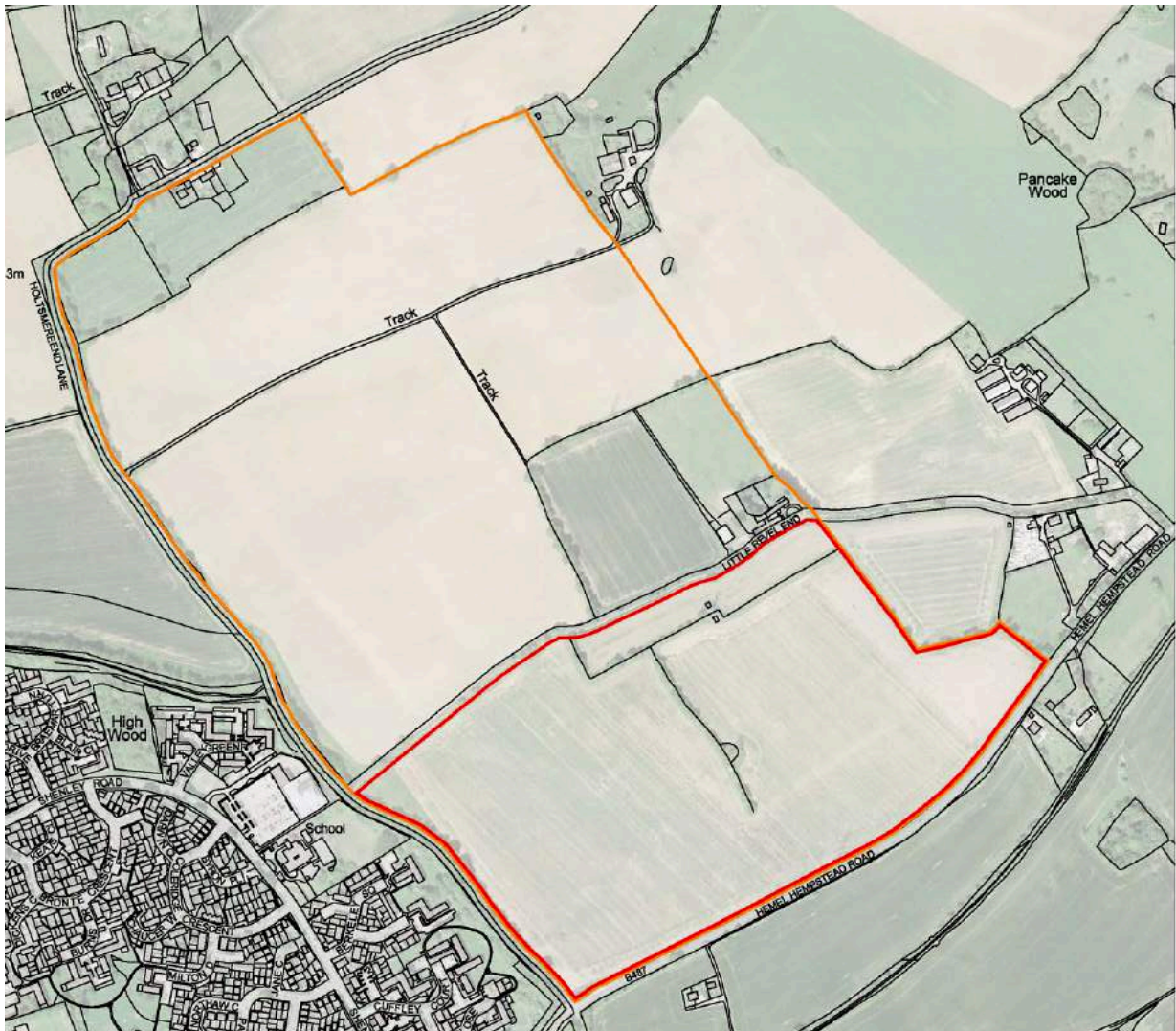
Former Policy S6ii identified within the withdrawn Local Plan: East Hemel Hempstead (Central) Broad Location

- 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



Former Policy S6iii identified within the withdrawn Local Plan: 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

- Policy S6i identified within the withdrawn Local Plan, East Hemel Hempstead (North) Broad Location 87.9ha
- Land North of Redbourn Road, wholly owned by Pigeon

The Site

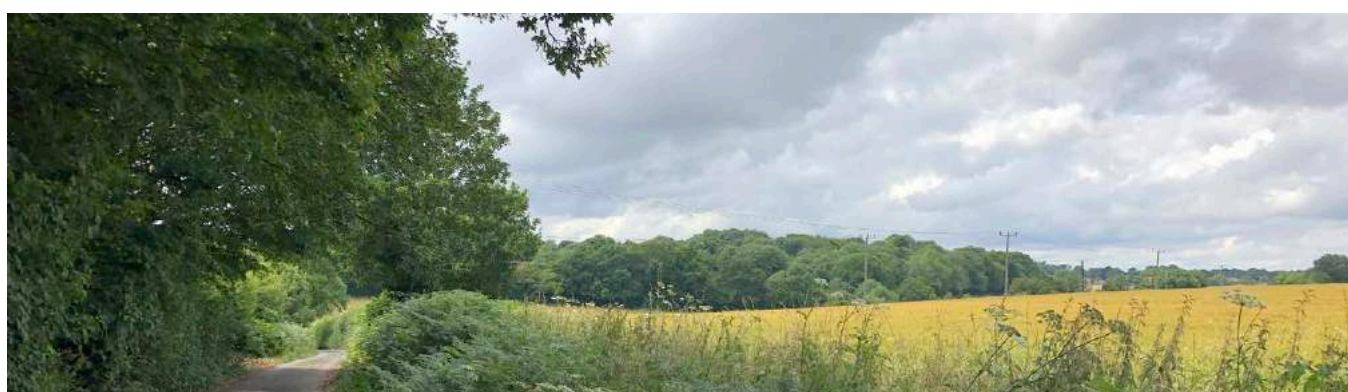
The Site within Pigeon’s ownership comprises 35.4 hectares of land north of Redbourn Road which was formerly identified for development within the withdrawn Local Plan as part of the North Hemel Hempstead Broad Location north of Redbourn Road which extends to 87.9ha in total. The Site is predominantly arable agricultural farmland, 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 withdrawn Local Plan designated 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.



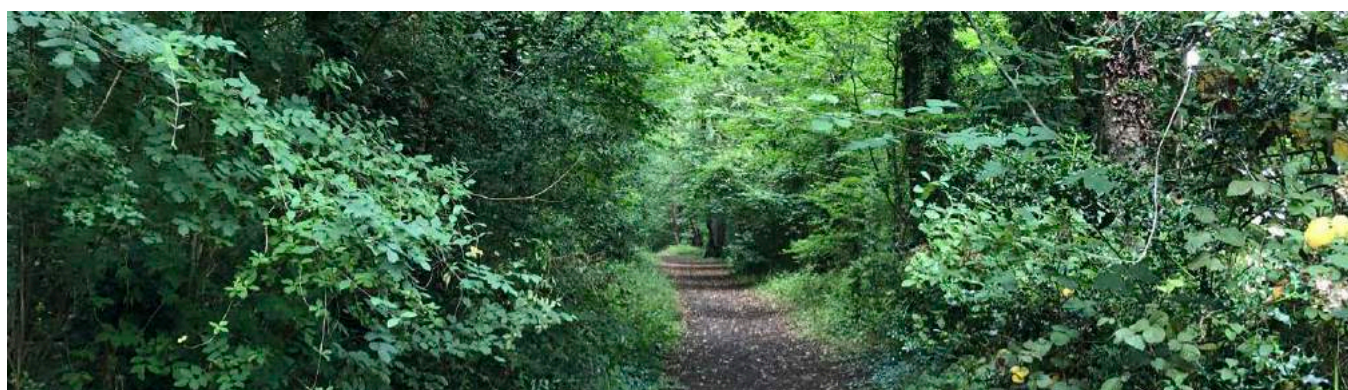
Pylons running along the western edge of the site and existing tree belts



Little Revell End



Public right of way running east-west at the northern boundary of the East Hemel Hempstead (North) Broad Location site identified within the withdrawn Local Plan



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 is in the process of preparing 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 - 2038.

The current Local Plan for St Albans City and District Council was adopted in 1994 and designates the site as Green Belt. However, Policy S6(iv) of the withdrawn draft Local Plan 2018 proposed to remove the site from the Green Belt and allocate the whole North Hemel Broad Location for a minimum of 1,500 dwellings and other uses, including strategic and local public open space, a new Country Park and a 3FE primary school.

St Albans District Council submitted the draft Local Plan 2018 to the Secretary of State in March 2019 for Examination and the Examination hearing sessions began in January 2020. Following comments from the Inspectors, the remaining Examination hearing sessions were cancelled and St Albans District Council formally withdrew the local plan in November 2020.

St Albans City and District Council is now in the processes of preparing a new Local Plan. As part of the preparation of the new local plan, St Albans City and District Council is holding a Call for Sites (2021) exercise for individuals, landowners and developers to suggest sites within the District for development over the next 15-20 years.

St Albans District Council housing requirement

Para 11 of the National Planning Policy Framework (NPPF) states that strategic policies should, as a minimum, provide for objectively assessed needs for housing. The Government published Indicative Local Housing Need Figures on 16 December 2020 using the Revised Methodology and this states that St Albans District Council has a minimum local housing need of 893 dwellings per annum.

St Albans City and District Council published its Housing Delivery Test Action Plan in December 2020, which shows that, during the monitoring years 2017/18, 2018/19 and 2019/20, a total of 385, 624 and 437 dwellings were completed respectively. Therefore, St Albans City and District Council needs to dramatically increase housing delivery in order to meet its Local Housing Need.

St Albans City and District Council has previously recognised that the Site, along with adjoining land at North East Hemel Hempstead, is suitable for development through its allocation of the North Hemel Hempstead Broad Location in the withdrawn draft Local Plan 2018. It is considered that the Site remains suitable and available for development. As part of its work, St Albans City and District Council had also set out that exceptional circumstances exist to justify the

Site's release from the Green Belt for development to contribute to meeting housing needs over the plan period and beyond. These exceptional circumstances still remain as there is an urgent need to release land from the Green Belt to help boost housing supply in the District.

Deliverability of the site

Para 67 of the NPPF requires local planning authorities to have a clear understanding of the land available in their area to identify a sufficient supply and mix of housing sites. In doing so, they are required to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements and also identify specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.

To be considered deliverable, sites should be available now, offer a suitable location for development, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Notwithstanding the site's current Green Belt designation (which is being reviewed as part of the New Local Plan), the site is deliverable on the following basis:

- Available - The site is vacant, and is being promoted by the landowner, Pigeon, for development. Furthermore, as noted within this Statement, as part of the joint working on the HGC Framework Plan, Pigeon is liaising closely with both St Albans District Council and Dacorum Borough Council and other land owners and promoters within the HGC Growth Area to deliver the Site, as part of the wider North Hemel site and the full HGC proposals.
- Suitable – St Albans City and District Council has previously recognised that the site is suitable for development in the withdrawn draft Local Plan 2018. It is considered that the Site remains suitable for development and that exceptional circumstances exist to justify the Site's release from the Green Belt. As set out in this Vision and Delivery Statement, there are no constraints to the development of this site, and the Site is well connected to the existing built up area both in terms of its relationship with adjoining land uses and with regards to accessibility to services and facilities, employment opportunities, and sustainable transport links.

Any future development of the Site will be well integrated into the townscape and landscape. The Site also provides the essential eastern access on to Redbourn Road for the strategic sustainable movement corridor on which HGC relies, and therefore, the Site is essential to the fulfilment of the vision for HGC.

- Achievable – The site is achievable as it can be brought forward independently or as part of the HGC proposals.

Overall, the Site can make a significant contribution towards meeting the housing needs within the district and should be allocated in the emerging Local Plan for residential led mixed use development as part of the broader HGC proposals. This Vision and Delivery Statement demonstrates that the Site is deliverable and is located in a highly sustainable location in the context of the existing urban area of Hemel Hempstead and also in the context of the emerging HGC 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 Site's 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 Hempstead: A sustainable town

The Land North of Redbourn Road, 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 a Healthy Life

Building for a Healthy Life (BHL) is a tool to assess and compare the quality of proposed neighbourhoods. It has been written by Design for Homes in partnership with Homes England, NHS England and NHS Improvement. Whilst BHL is usually awarded to completed schemes, the site selection criteria have been applied to land North of Redbourn Road, Hemel Hempstead to demonstrate the sustainability of the design proposals.

Building for a Healthy Life principles advise places should **'offer social, leisure and recreational opportunities a short walk or cycle from their homes'** and that developments should provide or be near to **'community facilities, such as shops, schools, workplaces, health facilities, co-working spaces, parks, play spaces, cafés and other meeting places that respond to local community needs'**.

The facilities audit on the following pages demonstrates that the Site is a sustainable location and fully meets the Building for a Healthy Life principles through existing local facilities and the opportunity to provide facilities missing in the area. Shaping Neighbourhoods, a best practice neighbourhood design guide, also suggests the Site scores highly as a sustainable location for neighbourhood extensions.

Facilities Audit

Figures 1, 2 and 3 assess the Land North of Redbourn Road, 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.

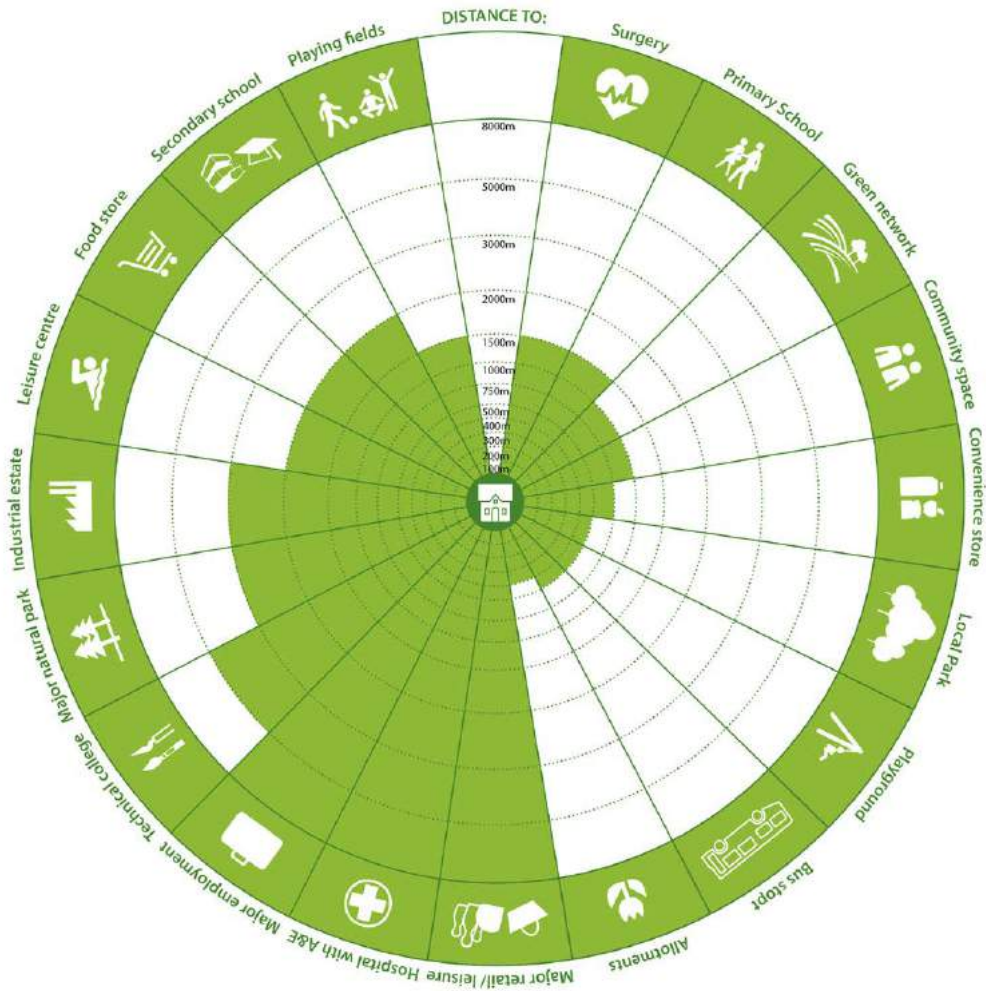


FIGURE ONE: DESIRED

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.

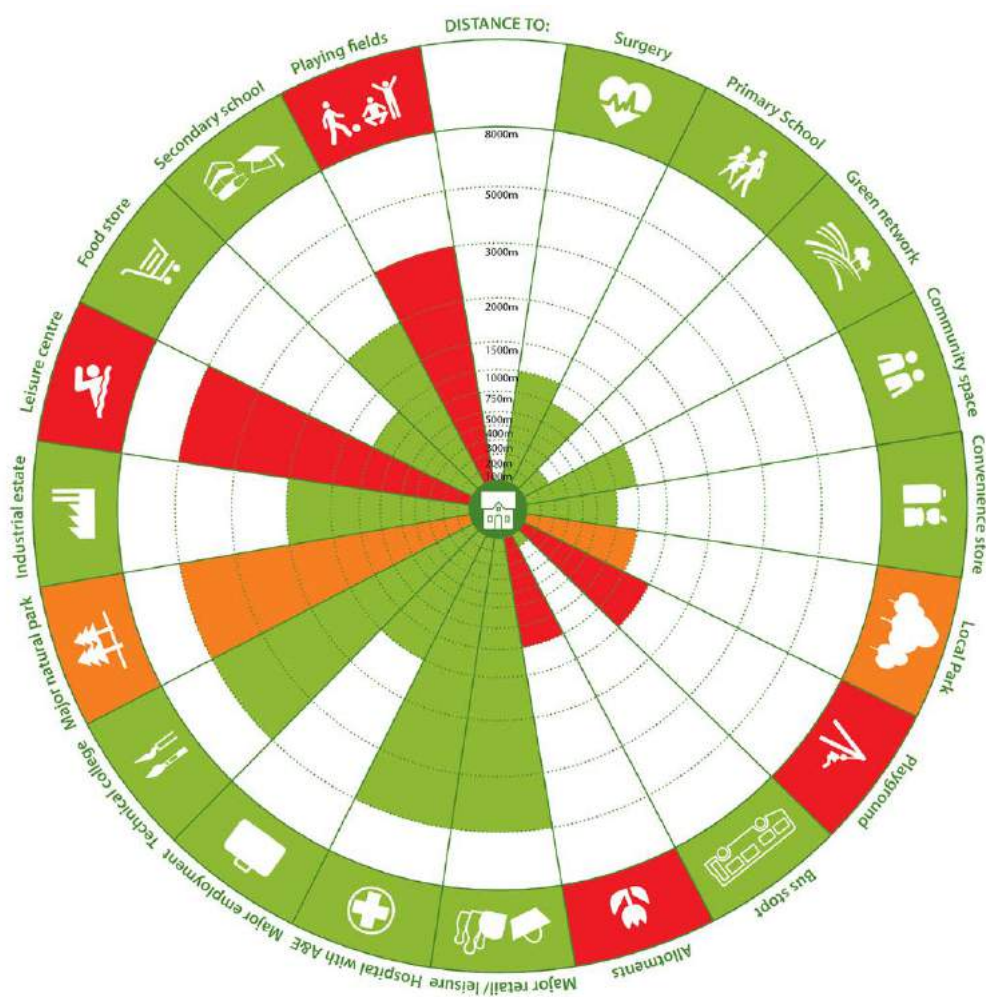


FIGURE TWO: ACTUAL

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 North of Redbourn Road, Hemel Hempstead is built as part of land formerly identified within the withdrawn Local Plan, and provides new a local park, playing fields, allotments and play areas, access to facilities is even better.

In summary the Land North of Redbourn Road, 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.

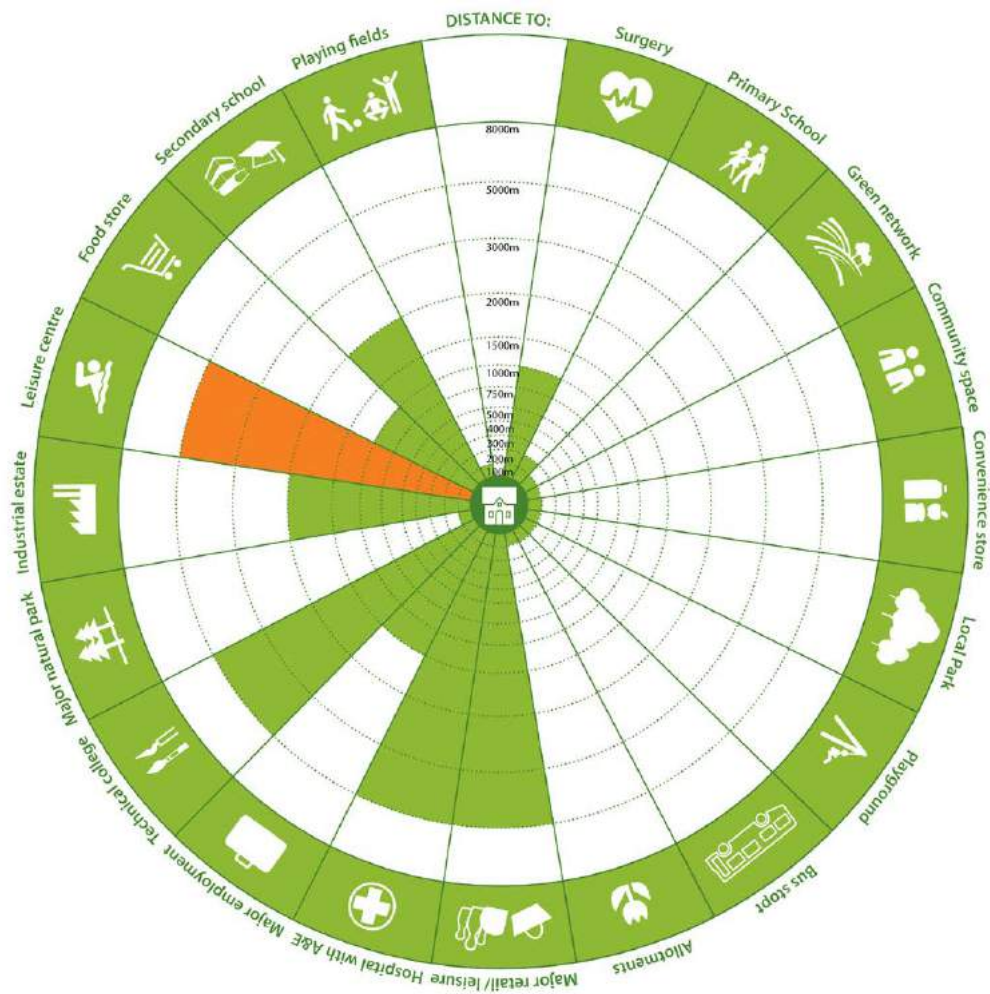


FIGURE THREE: FUTURE POTENTIAL

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

- Ideal Accessibility
- Good Accessibility



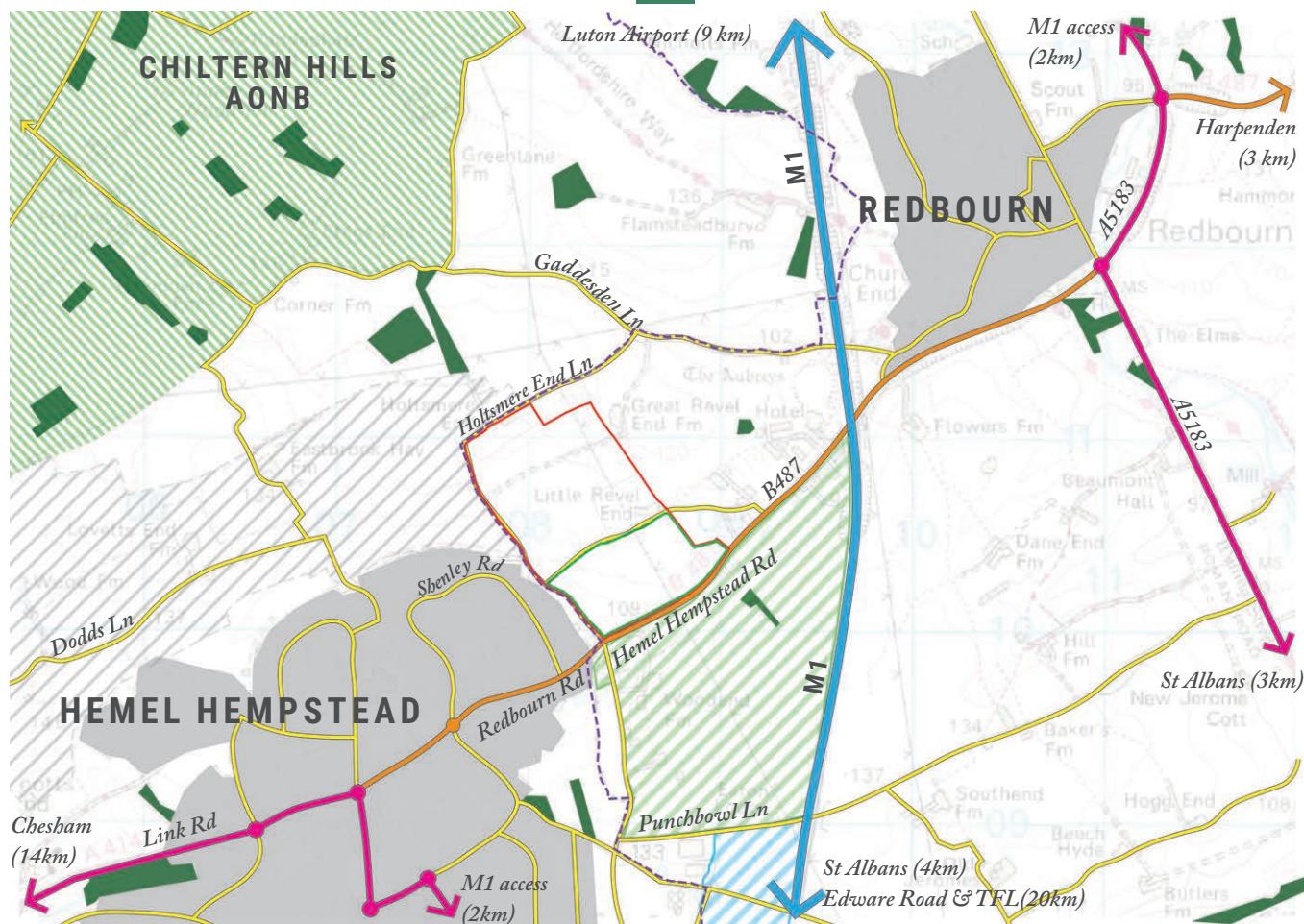
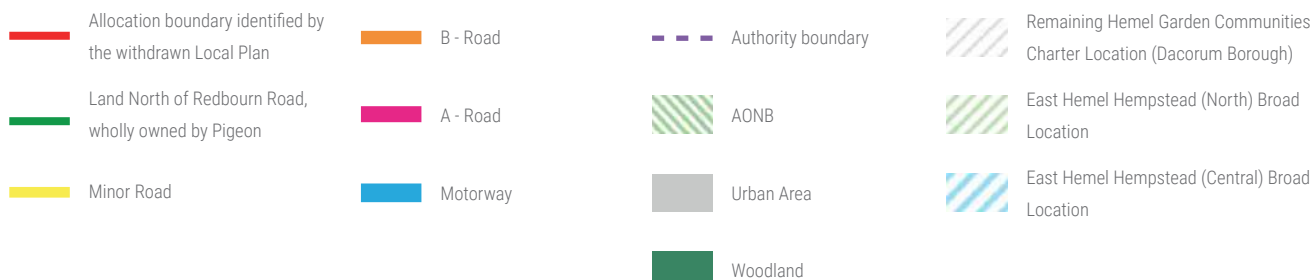
Connectivity Audit: Road Network

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 wider North Hemel Hempstead 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 and which forms the northern boundary of the land owned by Pigeon.



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



Highway network

Scale: NTS

Connectivity Audit: Pedestrian & Cycle Network

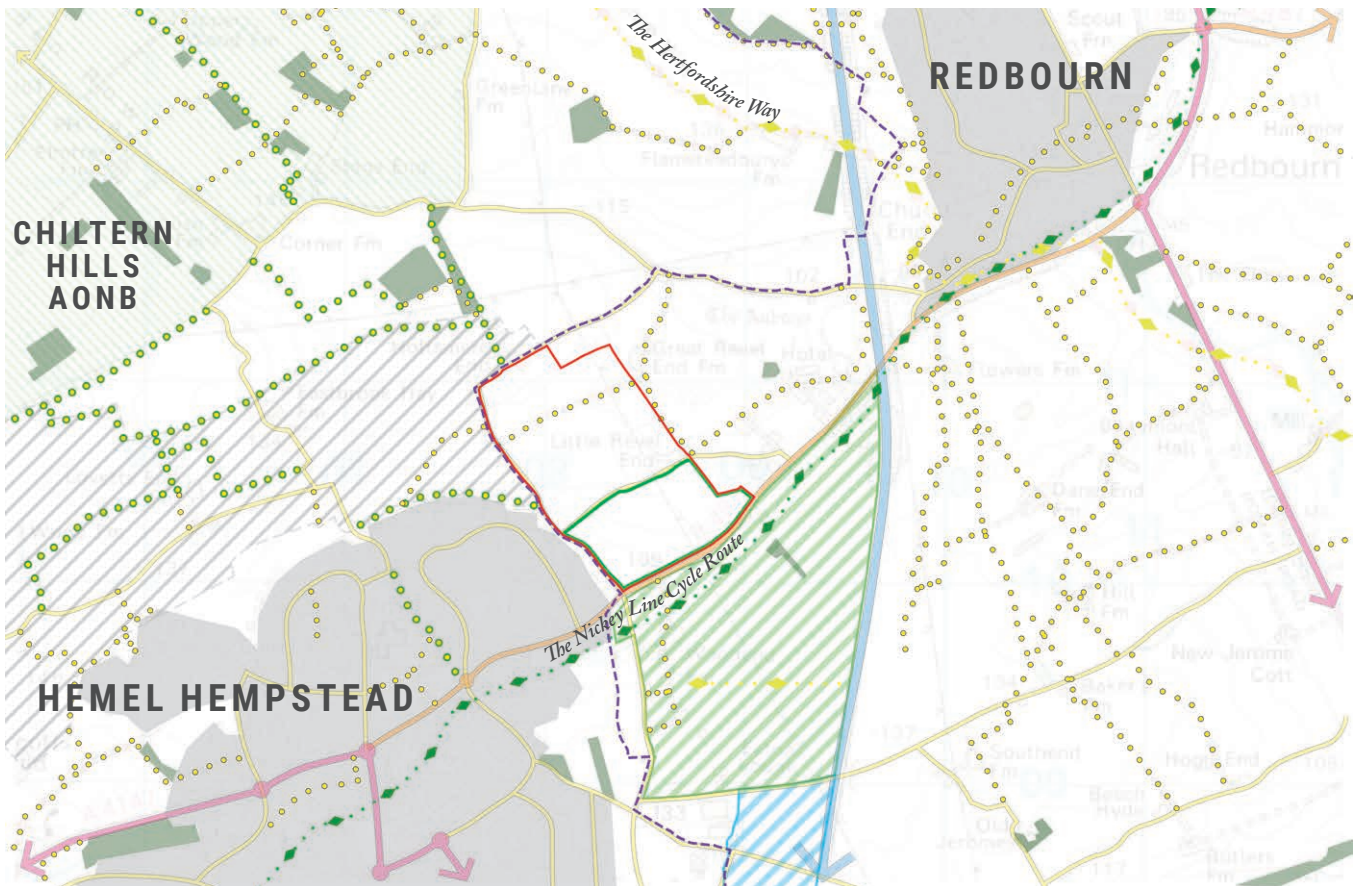
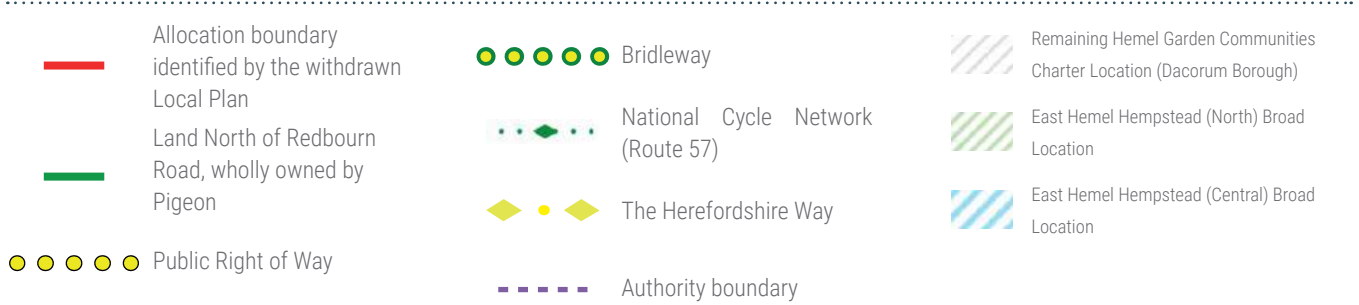
The location of the Site, adjoining to Hemel Hempstead, lends itself to sustainable modes of transport. The plan below shows the site is well connected to an extensive network of pedestrian and cycle routes, including direct pedestrian and cycle links to various parts of Hemel Hempstead and the North 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 formerly draft allocated East Hemel Hempstead site identified within the withdrawn Local Plan 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

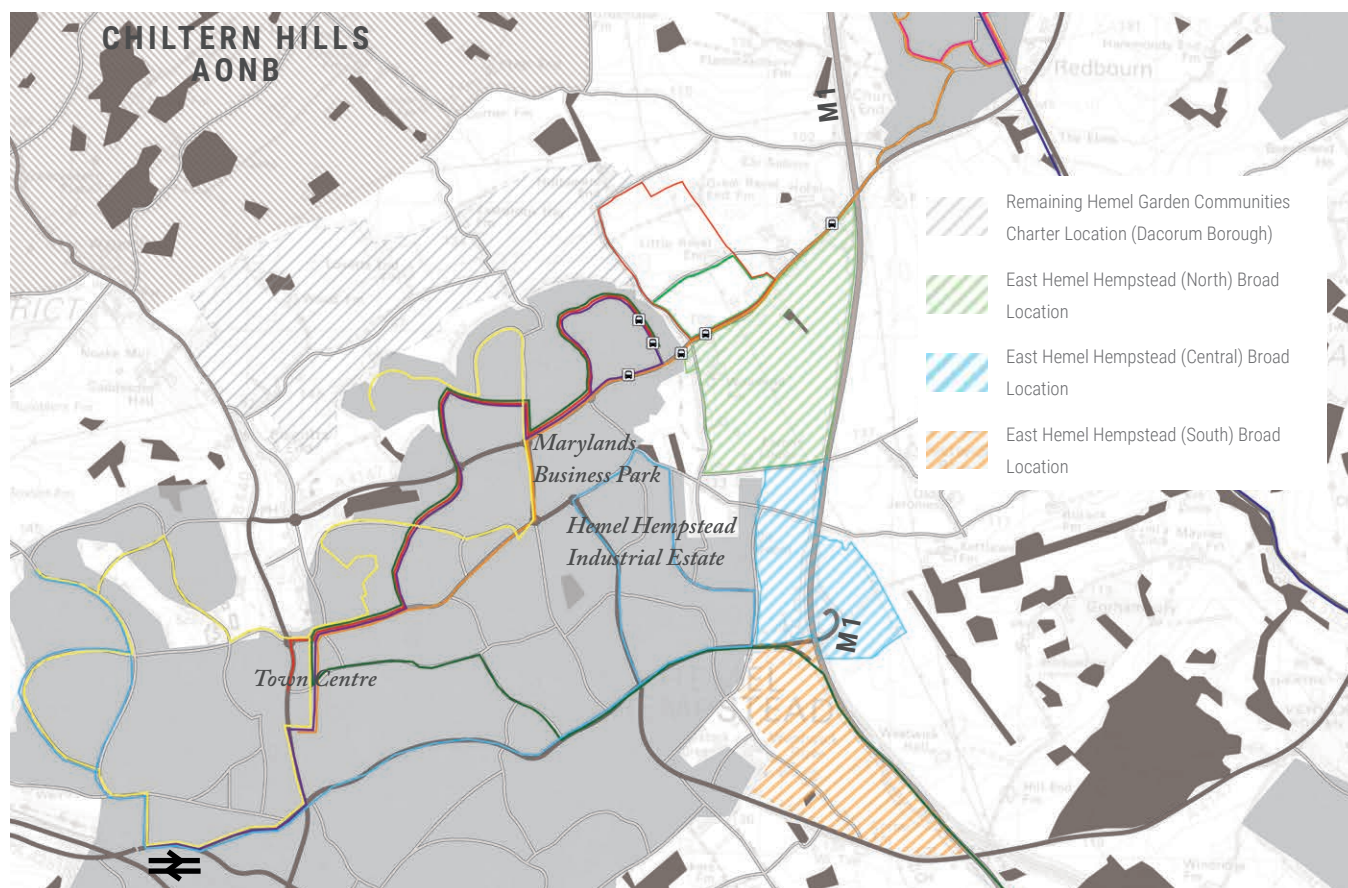
The closest public transport locations are the bus stops located on Redbourn/Hemel Hempstead Road immediately south of the Site. The bus service that operates from these stops (Route 46) connects Luton, Markyate, Redbourn and Hemel Hempstead every hour (Monday-Saturday). The existing network of public 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.

- | | | | |
|---|--|---|--|
|  | Allocation boundary identified by the withdrawn Local Plan |  | No. 759 Hemel Hempstead - Bus Station |
|  | Land North of Redbourn Road, wholly owned by Pigeon |  | No. 3 & 4 Grovehill - Warners End (Circular) |
|  | No. 46 Hemel Hempstead - Luton |  | ML1 Hemel Hempstead - Chaulden/Maylands Avenue |
|  | No. 2 Woodhall Farm - Railway Station/Bennets End |  | No.307 Redbourn - Harpenden |
|  | No. 748 Hemel Hempstead, Woodhall Farm - London |  | No. 34 St Albans - Dunstable |



Public transport network

Scale: NTS

5.0 CONSIDERATIONS

We have undertaken a number of technical assessments on the Land at North of Redbourn Road and the remainder of the North Hemel Hempstead Site identified within the withdrawn Local Plan and conclude that there is relatively little to constrain development or prevent delivery of the Site in accordance with the requirements of draft Policy S6 (iv) withdrawn Local Plan.

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.

SADC identified that there were exceptional circumstances to justify the release of the North Hemel Hempstead Broad Location Site identified within the withdrawn Local Plan from the Green Belt including Land North of Redbourn Road. In total, 67.4ha of the North Hemel Hempstead site (87.9ha) including the majority of the Land North of Redbourn Road was proposed to be released from the Green Belt for development. Pigeon Hemel Hempstead Ltd subsequently appointed BMD Ltd to undertake a more fine-grained assessment of the whole North Hemel Hempstead site against the Green Belt purposes set out in the NPPF (2019). The review concluded that, based on the more fine-grained review, and based on the conclusions of the Green Belt review commissioned by SADC, the whole North Hemel Hempstead site makes a limited contribution overall towards all Green Belt purposes.

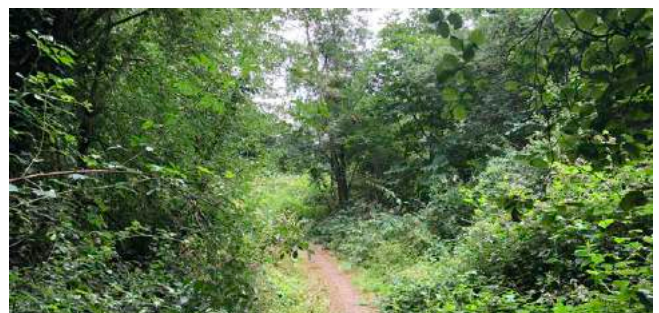
The Site can be developed in such a way that the identified surface water flood risks pose a limited constraint to the masterplan. The areas identified as at flood risk can be integrated within the Site landscaping and POS with residential areas proposed on higher ground .

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.






















View of pylons



Public right of way



Considerations plan. NTS.

- | | | |
|--|---|--|
|  Land North of Redbourn Road, wholly owned by Pigeon |  The Nickey Line (cycle route) |  Existing hedgerow |
|  Allocation boundary identified by the withdrawn Local Plan |  Contours (5m) |  UHV powerline easement |
|  B - road |  Downward slope |  HV powerline easement |
|  Minor road |  Existing buildings |  Surface water flood risk - 1 in 30 year |
|  Public right of way |  Listed building |  Surface water flood risk - 1 in 100 year |
|  Public bridleway |  Existing trees |  Oil pipeline easement |
| | |  Green Belt |

LANDSCAPE AND VISUAL

Green Infrastructure Context

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

Overall, the the wider NHH Site is visually and physically enclosed along the western, northern and southern boundaries due to the hedgerow and tree cover. Beyond the the wider NHH 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 the wider NHH 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 the wider NHH 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 the wider NHH 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 identified within the withdrawn Local Plan 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.

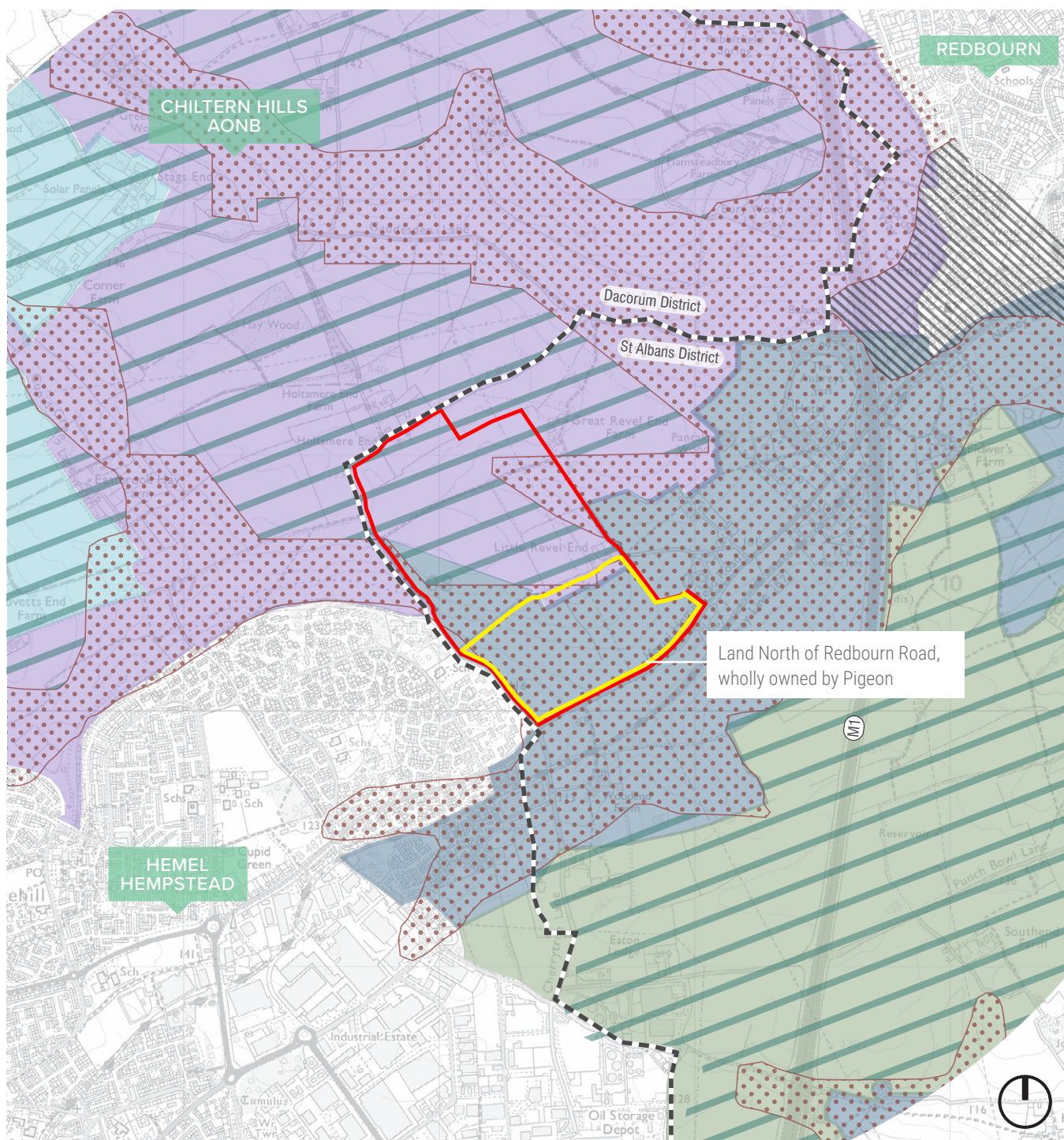
These connections will feed into wider green infrastructure strategies for the area by delivering dedicated new places for recreation, play, relaxation, nature and food growing.

The proposed GI Framework will:

- Create a connected, multifunctional habitat mosaic which embraces the the wider NHH 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 future homes






Opportunities for trim trails







Landscape character

Context:

-  Allocation boundary identified by the withdrawn Local Plan
-  Land North of Redbourn Road, wholly owned by Pigeon
-  District boundary line

Hertfordshire Landscape Character Areas:

-  LCA94 Buncefield Plateau
-  LCA95 Revel End Plateau
-  LCA96 Upper Ver Valley
-  LCA124 Gaddesden Row

Landscape Character Typology East of England:

-  Settled Chalk Valleys
-  Wooded Plateau Farmlands
-  Wooded Chalk Valleys

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 identified within the withdrawn Local Plan 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 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 formerly identified Broad Location Site is well connected to the town, key services and other local destinations as is required by the NPPF.

Whilst the transportation and access strategy for HGC is in the early stages of development, access to the development can be taken directly off Redbourn Road via two new junctions providing the potential to segregate car and non-car traffic. The potential site access strategy include:

- The main access to the site would 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 was previously agreed confirming how Pigeon and The Crown Estate are collaborating with regard to the delivery of this shared access. This would be futureproofed to provide additional capacity to accommodate any further growth associated with the wider HGC proposals. A link road would continue northwards from the junction through site serving the development and forming part of the wider multi-modal route linking Redbourn Road and Leighton Buzzard Road as part of 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 non-motorised 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 East Hemel Hempstead allocation identified within the withdrawn Local Plansite 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 the land at North of Redbourne Road and the remaining area of the North Hemel Hempstead site as previously identified within the withdrawn Local Plan, 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 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 Site 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 the land at North of Redbourne Road and the remaining area of the North Hemel Hempstead site as previously identified within the withdrawn Local Plan. 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 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 identified within the withdrawn Local Plan 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

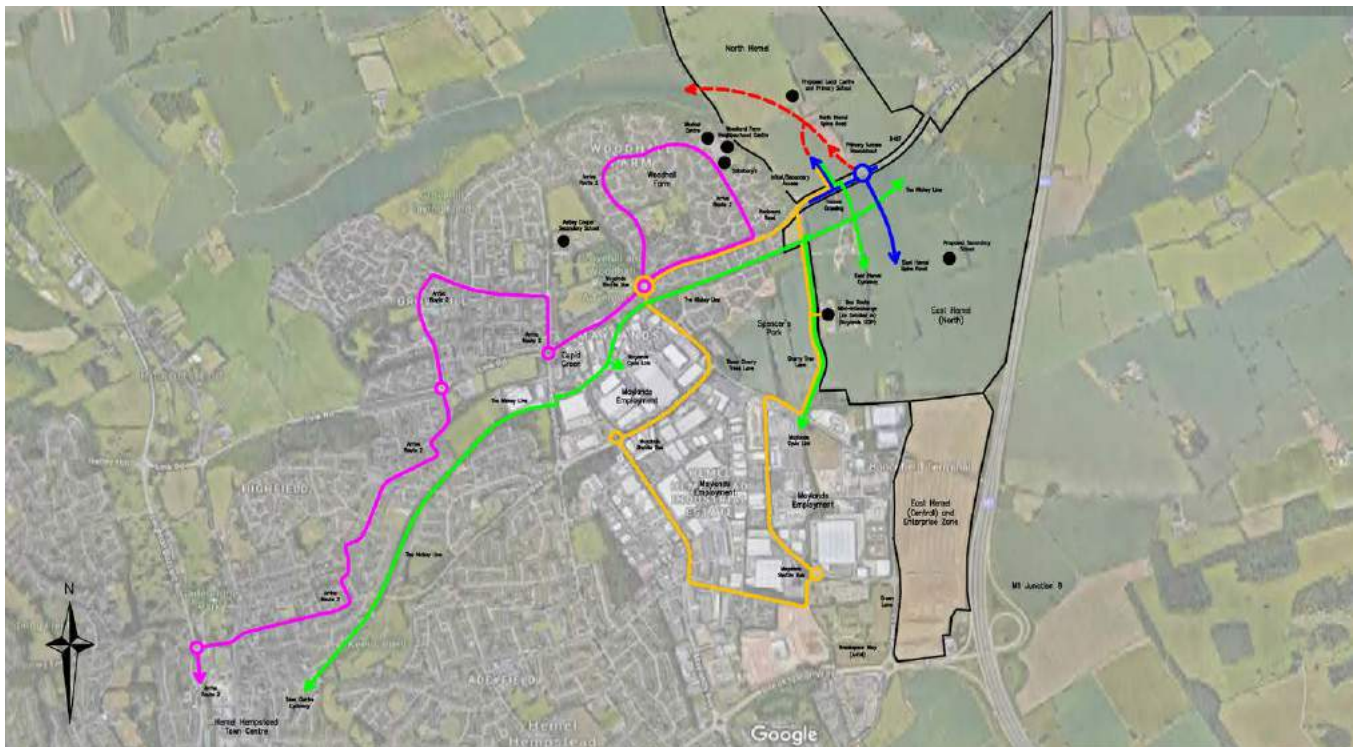
At present, the best and most important link locally is the Nickey Line to the south which runs along the route of a former railway line and provides a non-vehicular link to the centre of the town passing numerous local facilities and higher order services on the way. Running just to the south of Redbourn Road, it provides a ready-made route for the Site's pedestrians and cyclists alike and, whilst a few local upgrades would be beneficial, is of a high quality. Access to it from the 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 identified within the withdrawn Local Plan 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 Site will take full advantage of. As part of a future planning application at the Land North of Redbourn Road, 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 Arriva Bus Route 2 (6 Buses per Hour)
 - Primary Cycle/Footway Links

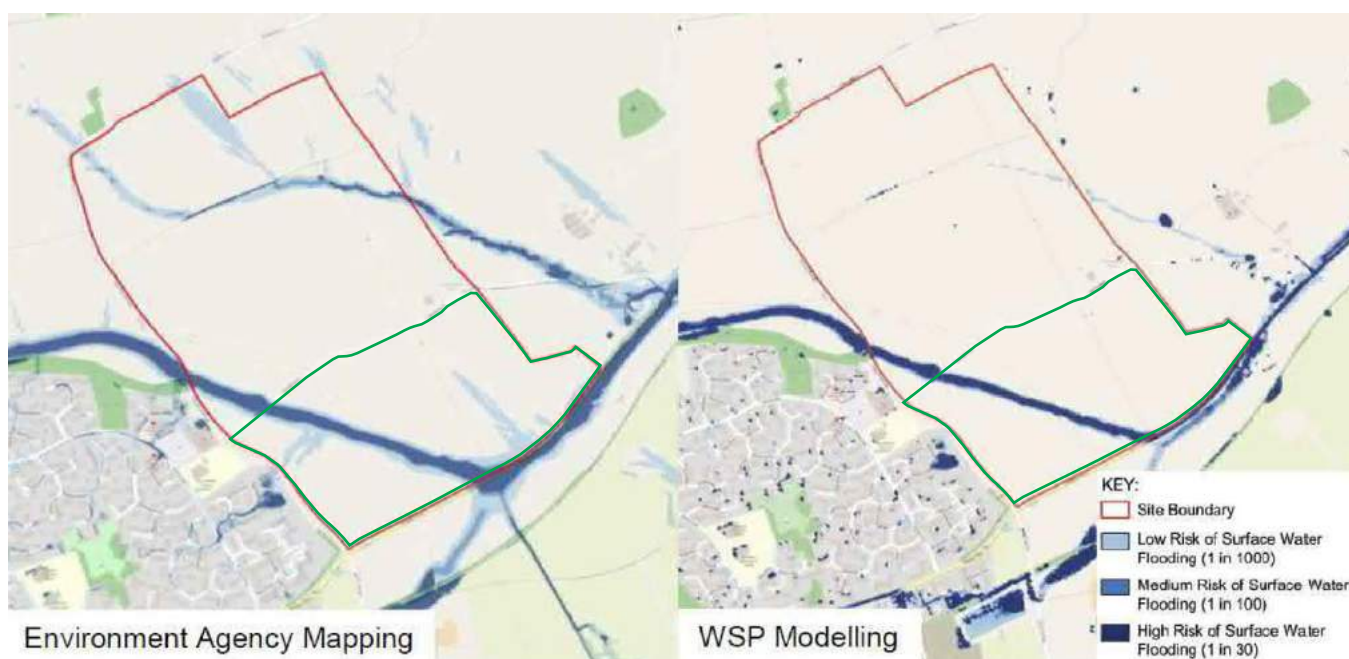


DRAINAGE

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. The desk study confirmed that there are no designated sites within the Site boundary and no statutory sites within 2km. Whilst there are a number of Local Wildlife Sites within 2km, 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 north-west, 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 sub-stations 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 pre-development 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 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 emerging 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 of the withdrawn Local Plan, the Land North of Redbourn Road and the remaining area of the former North Hemel Hempstead allocation 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 approach taken by Hemel Garden Communities, including the principles of the Charter and the four thematic pillars of the draft Spatial Vision.

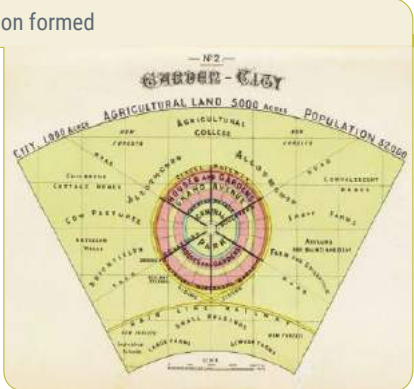
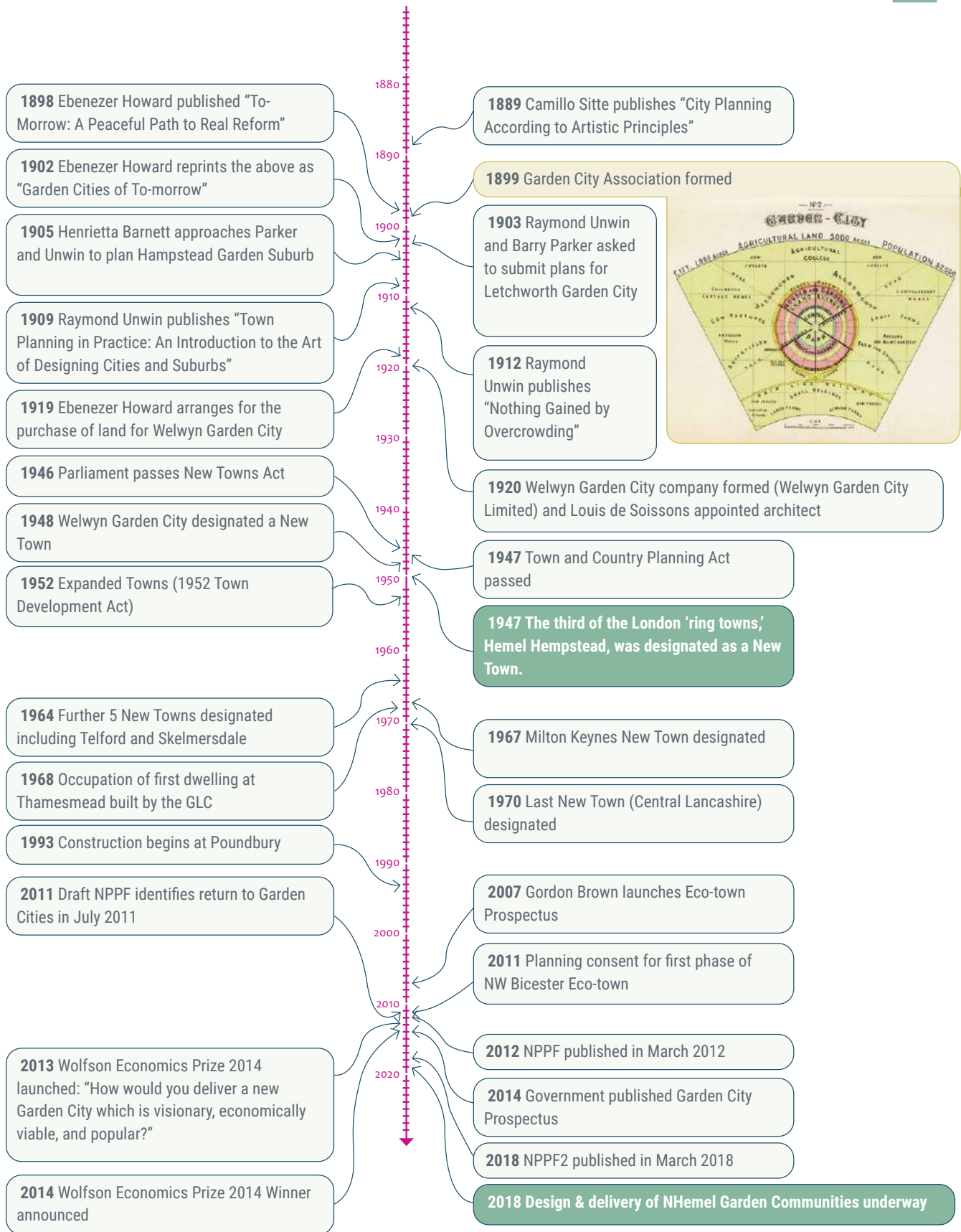
Pigeon also welcomes the role Garden City Principles play in shaping the transformational change of Hemel Hempstead and the wider area. The creation of “new settlements or significant extensions” following

Garden City Principles and their ability to deliver new houses is widely acknowledged within National Policy, including the National Planning Policy Framework (NPPF).

Finally, Pigeon fully supports the collaborative spirit of the Hemel Garden Community Framework Plan as part of an ongoing creative process aimed at delivering high quality placemaking. We look forward to working collaboratively and contributing to ongoing work as part of producing SPD to guide future development and the transformational change of Hemel Hempstead and the wider area.



Garden City Timeline



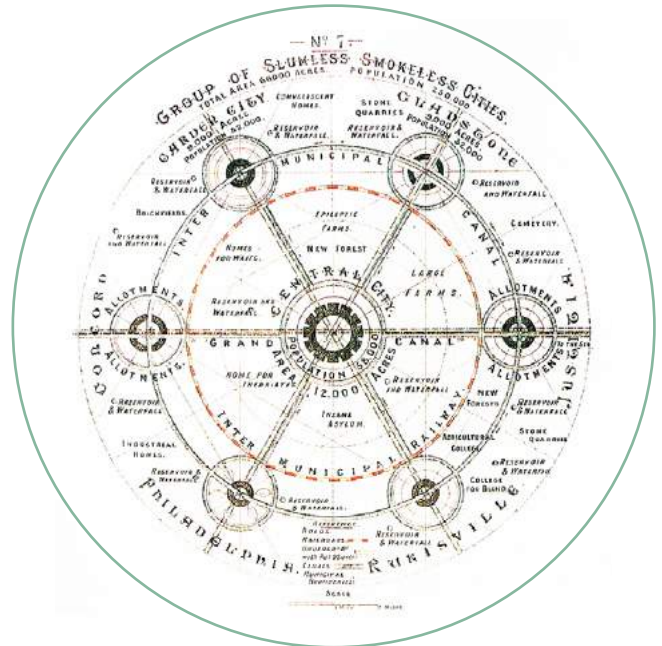
"Collaborating as a partnership Dacorum Borough Council, St. Albans City and District Council and The Crown Estate together with Hertfordshire County Council, the Hertfordshire Local Enterprise Partnership and the Hertfordshire Enviro-Tech Enterprise Zone are working to deliver a large-scale housing-led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

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 the best of Hemel Hempstead’s New Town heritage. In addition to the Spatial Vision’s four thematic pillars, an updated set of contemporary Garden City 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

Pigeon is pleased to see the Spatial Vision promote healthy lifestyles and respond to climate crisis. Sustainability and health and wellbeing remain core placemaking drivers from our December 2019 Vision and Delivery Statement submission in support of the withdrawn Local Plan.

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, the Land North of Redbourne Road 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.

Land North of Redbourne Road: Principles for creating a healthy and sustainable community

Even at this early stage, we have established a set of guiding principles for development (explored on the page opposite). We look forward to working closely with the HGC’s partners, the public and other key stakeholders to develop the Land North of Redbourne Road and the remaining part of the North Hemel Hempstead site 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



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.



Biodiversity

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



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.



Buildings

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



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.



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.



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.



Design out crime

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



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 of Redbourn Road and the remaining part of the wider North Hemel Hempstead site as previously identified in the withdrawn Local Plan supports the four pillars set out in the Hemel Garden Communities Spatial Vision.

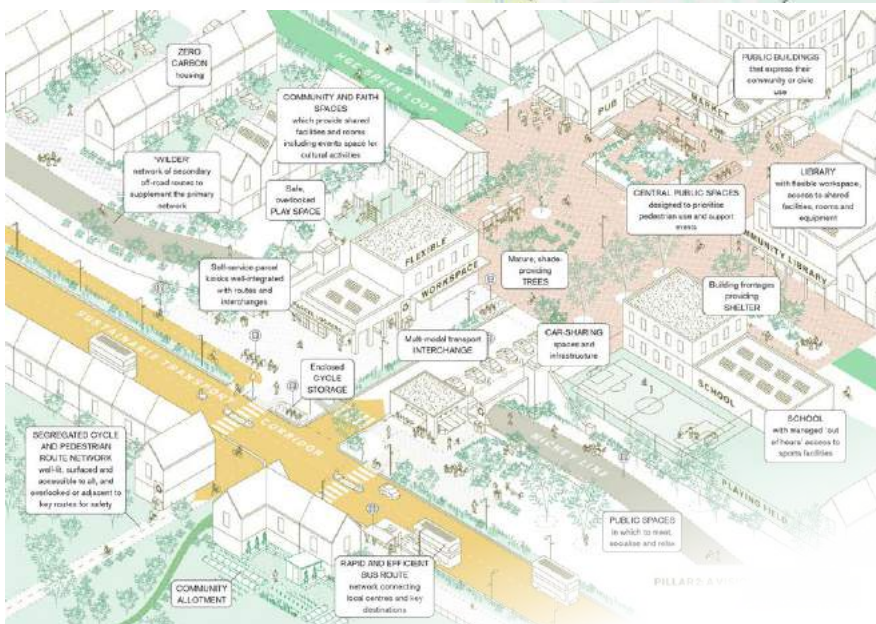
Allocation boundary identified by the withdrawn Local Plan



A GREEN NETWORK

'The town's best natural asset is its abundance of green routes and spaces. These will be consolidated into a green network to support environmental sustainability and promote healthy communities through maximising opportunities for active, outdoor lifestyles'.

The Site will create a network of footpaths and cycle routes to connect into neighbouring sites, Hemel Hempstead and the wider area. This approach serves to promote a wider comprehensive and cohesive sustainable movement network that connects to strategic leisure and recreation corridors.



INTEGRATED NEIGHBOURHOODS

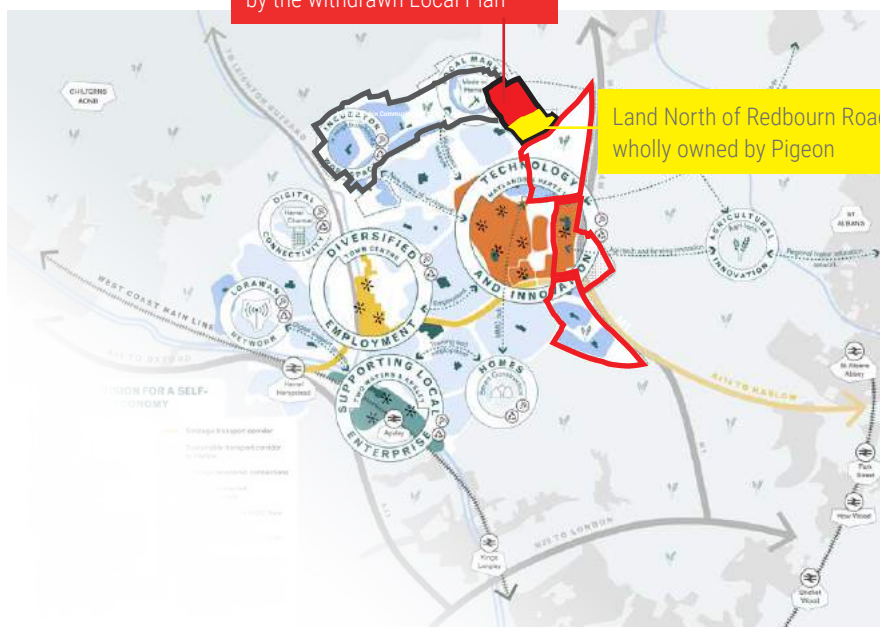
'Hemel Garden Communities will be made up of a series of neighbourhoods, each with a distinct identity drawing on nearby heritage and landscape, cultural and architectural cues, developed to exemplar design and sustainability standards, and carefully integrated and connected to each other physically and socially.'

The wider site will be designed to reflect the prevailing landscape character. The Land North of Redbourn Road 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.



Allocation boundary identified by the withdrawn Local Plan

Land North of Redbourn Road, wholly owned by Pigeon



A SELF-SUSTAINING ECONOMY

'Hemel Garden Communities will be an exemplar self-sustaining green economy. The employment offer anchored by Maylands Business Park with 650 businesses and 20,000 employees will be diversified with the development of Herts IQ'.

The Site benefits from excellent and sustainable links to the Maylands Business Park.

Broadband infrastructure will allow home working and a mixed-use local on-site could explore opportunities for community based working spaces to support new enterprises



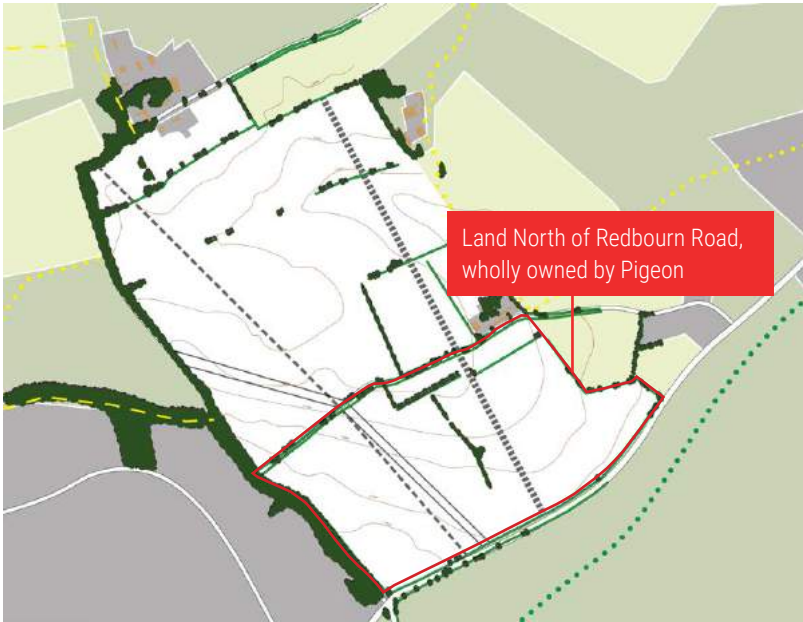
ENGAGED COMMUNITIES

'Hemel Garden Communities will connect and enrich the lives of Hemel's existing and new communities by providing welcoming, distinctive and attractive places, and by ensuring that communities are engaged in making them'.

Pigeon believes the most successful places are those created in partnership with the community. We look forward to engaging with the community and other key stakeholders as part of a meaningful placemaking process. This includes looking to the future and exploring models of active community stewardship of built assets and landscapes.

8.0 SITE DEVELOPMENT PRINCIPLES

The following pages set out a sequence of diagrams to show the key organising principles for the proposed development of the formerly draft allocated Site identified in the withdrawn Local Plan. The principles have been developed in response to the Hemel Garden Communities Spatial Vision and 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 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 Site as identified in the withdrawn Local Plan 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 (■).

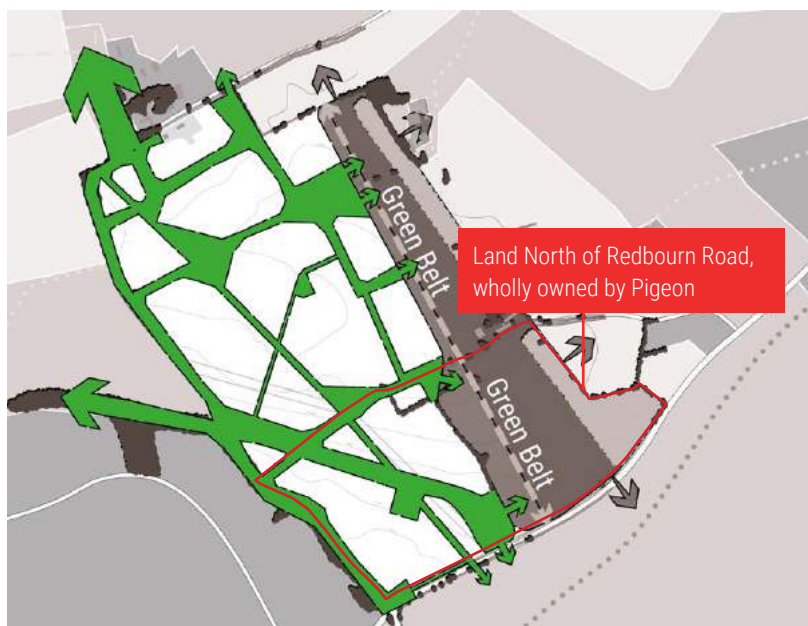


3. CREATE BIODIVERSE LANDSCAPE CORRIDORS

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 withdrawn 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.

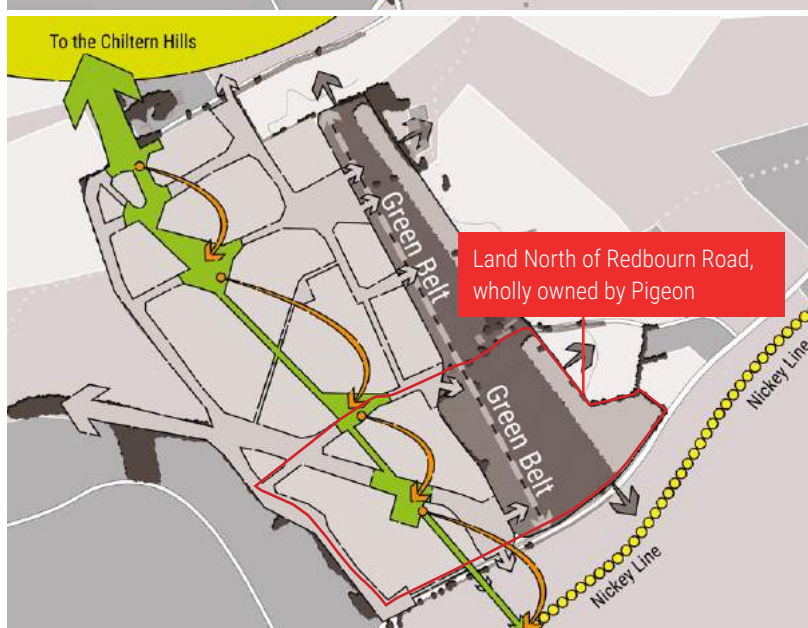


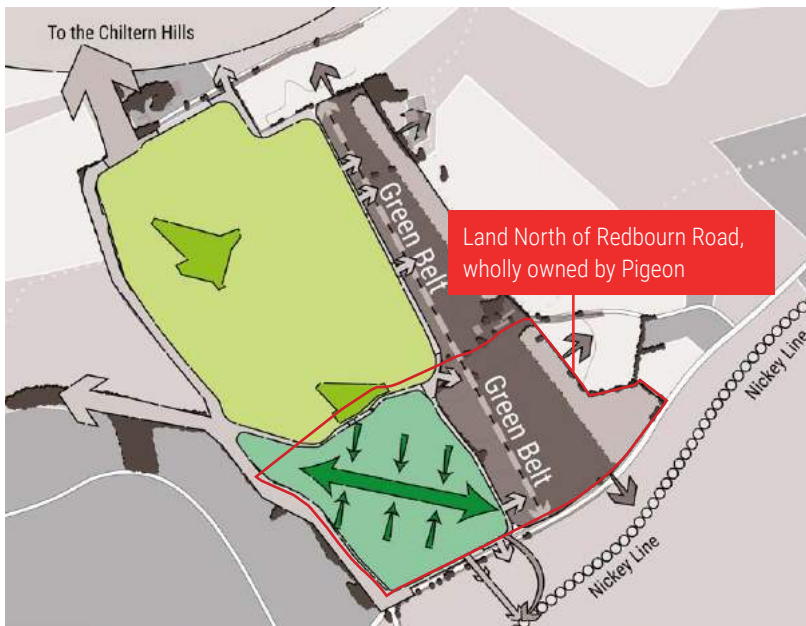
5. CONNECT THE CHILTERN HILLS TO THE NICKEY LINE

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 withdrawn St Albans Local Plan 2020-2036



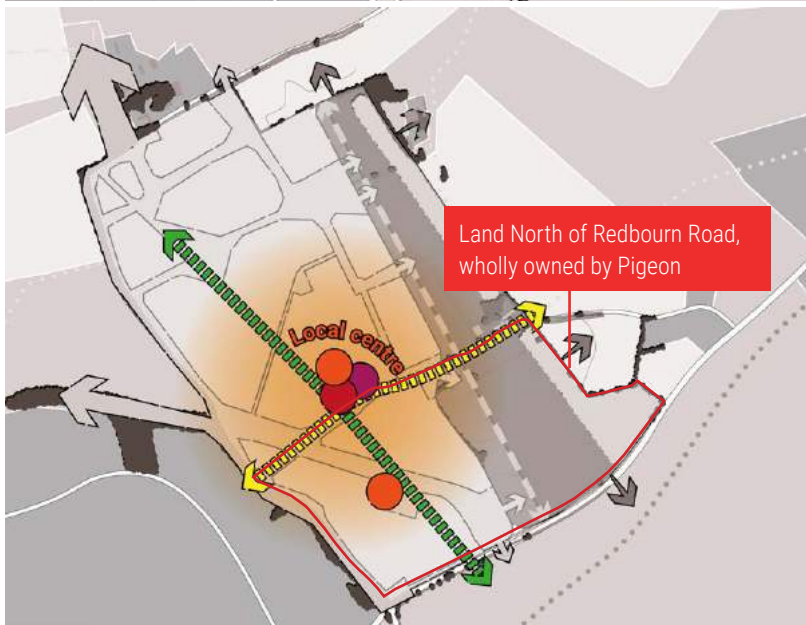


6. CREATE COMMUNITIES THAT RESPOND TO TOPOGRAPHY

Support the Hemel Garden Communities Spatial Plan theme of creating distinctive communities that respond to local character cues such as landscape character.

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 withdrawn St Albans Local Plan 2020-2036

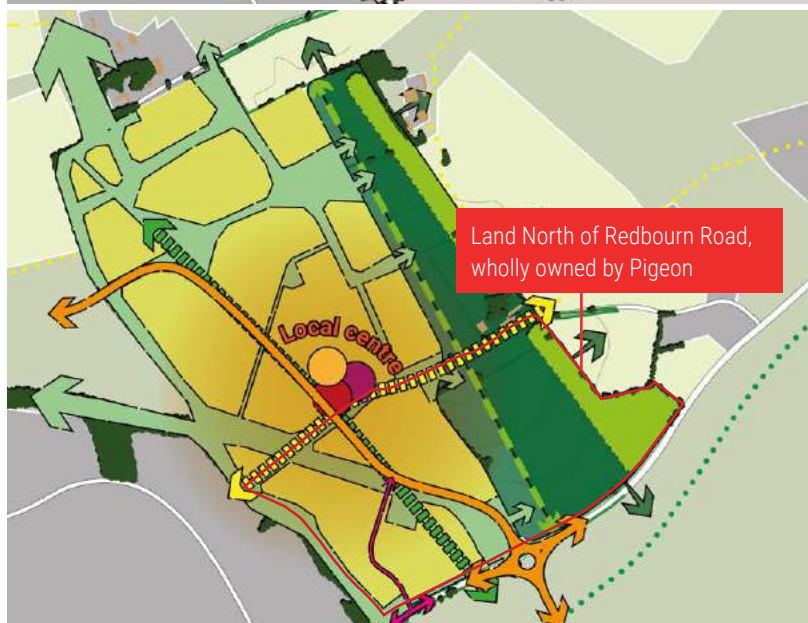
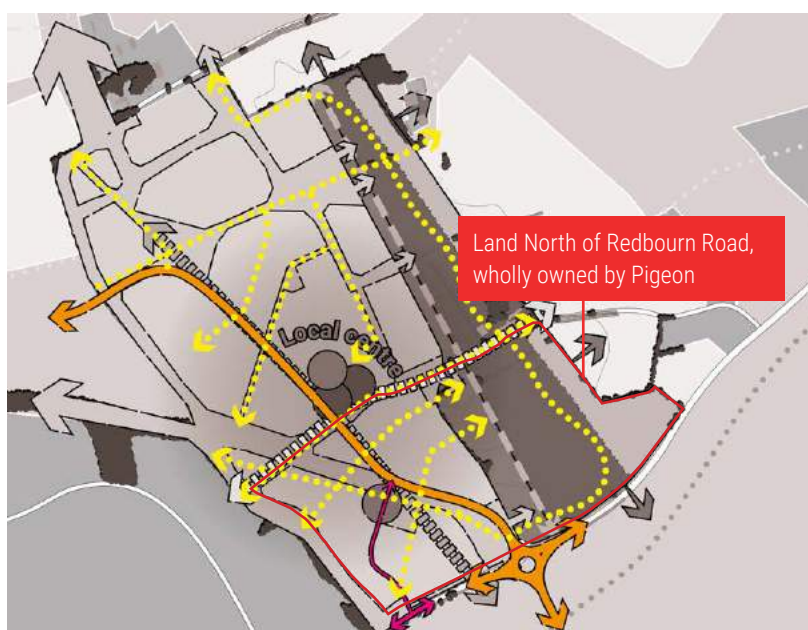
8. CREATE A SUSTAINABLE MOVEMENT AND ACCESS STRATEGY

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 proposals and the leisure and recreation resources of the countryside beyond.

A primary access point () 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



*Hemel Garden
Communities
Charter (Dacorum
Borough Council)*

- | | | | |
|---|--|---|----------------------------|
|  | Land North of Redbourn Road, wholly owned by Pigeon |  | 01 Primary access |
|  | Allocation boundary identified by the withdrawn Local Plan |  | 02 Secondary access |
|  | Public right of way |  | 03 SuDS network |
|  | Primary school 3FE |  | 04 UHV power-line pylons |
|  | Nursing care home |  | 05 Landscape corridors |
|  | Mixed-use local centre |  | 06 Oil pipeline easement |
|  | Playing fields |  | 07 Pedestrian/cycle access |
|  | Young children's play |  | 08 Allotments |
|  | Teenage children's play |  | 09 Country Park parking |
|  | Older children's play |  | 10 Strategic planting |
| | |  | 11 School playing fields |



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.



1,500
new homes minimum



40
dwellings per
hectare minimum



53%
public open space

Policy S61 of the withdrawn Local Plan: East Hemel Hempstead (North) Broad Location

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

Policy S6 iv (abridged) of the withdrawn Local Plan:

- 


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 flexi-care 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.

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.



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
- 04 UHV power-line pylons
- 05 Landscape corridors

- 06 Oil pipeline easement
- 07 Pedestrian/cycle access
- 08 Allotments
- 09 Country Park parking
- 10 Strategic planting
- 11 School playing fields



Hemel Garden Communities Charter (Dacorum Borough Council)

Policy S6i: East Hemel Hempstead (North) Broad Location as identified within the withdrawn Local Plan



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 formerly identified in the withdrawn St Albans Local Plan. Pigeon has been leading the promotion of the Site in collaboration with the other landowners within the northern part of the Site and are working with Bloor Homes who now control this land with regard to the delivery of the North Hemel Hempstead Site.

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 as part of the wider HGC proposals. Whilst further masterplanning work including the disposition of uses and infrastructure requirements for the HGC Growth Areas is required and will be considered as part of the HGC Framework Plan it is expected that the wider North Hemel Hempstead Broad Location site would provide:

- A minimum of 1,500 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 North of Redbourn Road, Hemel Hempstead forms the southern part of the former North Hemel Hempstead Broad Location and is wholly owned by Pigeon. The land is available for development, is free from any overriding legal or technical constraints and the development of the site is considered to be viable. A deliverable access to the Site can be provided from Redbourn Road without the need for third party land.

Pigeon is currently working in collaboration with the other main landowners within the HGC Growth Area to support and fund the production of a Framework Plan for the whole of the HGC Growth Area. This will provide a detailed spatial framework for the North and East of Hemel Hempstead Growth Areas and outline strategic infrastructure to support the HGC Programme's ambitious growth and transformation objectives in accordance with Garden City principles.

A Statement of Common Ground between Pigeon, Bloor the promoter of the northern part of the North Hemel Hempstead Broad Location along with The Crown Estate, the landowner and promoter of the East Hemel Hempstead Broad Location sites to the south have previously been agreed to demonstrate Joint working and cooperation. A Memorandum of Understanding between The Crown Estate and Pigeon is also being prepared which will formally set out areas of cooperation and joint working.

Overall Phasing Strategy

Pigeon are committed to working with the Councils, adjoining HGC landowners and other stakeholders to develop a suitable, deliverable and integrated masterplan framework for the wider HGC proposals which will enable the Land North of Redbourn Road, Hemel Hempstead to be brought forward and which any applications for the site would need to adhere to.

It is envisaged that the overarching principles for the phasing of development would be established through this Framework Plan and subsequent Masterplan process. Nonetheless, the key guiding principles for the Phasing of Land North of Redbourn Road, 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 build-out of the scheme including the phasing of the Link Road and associated 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.

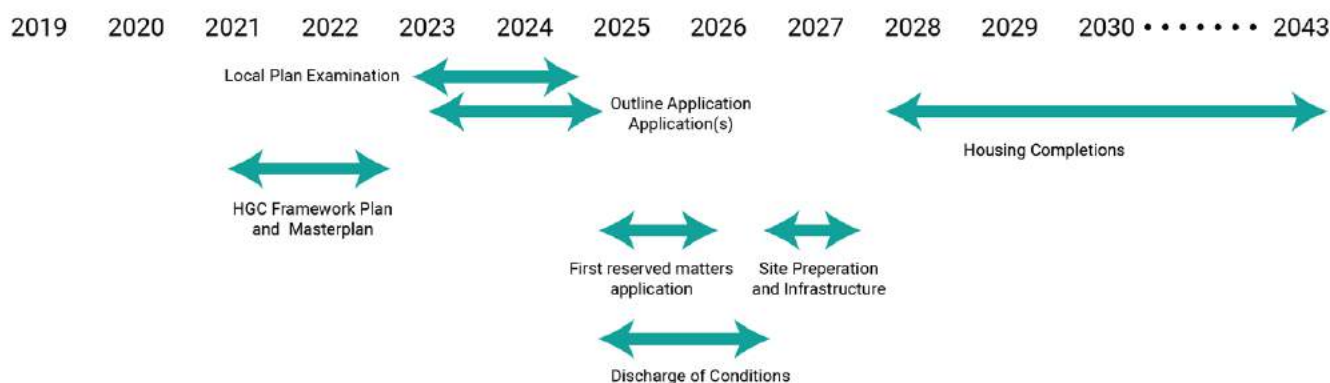


Quantum of Development

St Albans City and District Council has identified the Land North of Redbourn Road, Hemel Hempstead for strategic housing growth as part of the Hemel Garden Communities Growth Area. 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 previously set out in Policy S6 (iv) of the withdrawn Local Plan taking account of the various site constraints and opportunities identified.

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) assumes that development of the Land North of Redbourn Road, Hemel Hempstead is capable of coming forward for development earlier than previously assumed within the Withdrawn Local Plan with new housing completions capable of commencing in 2026/27. As a result, the Site would therefore be able to deliver approximately 500 dwellings and the eastern section of the proposed Link Road between Leighton Buzzard Road and Redbourn Road by 2032/33 as shown below.



North Hemel Hempstead Delivery Timeline

12.0 CONCLUSION

This document has set out our vision and concepts for the delivery of a sustainable new neighbourhood on Land North of Redbourn Road, 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. Pigeons are working with the other HGC landowners including Bloor Homes and The Crown Estate along with the Councils 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 previously 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 as part of the wider HGC proposals. 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 Hemel Garden Communities Charter and draft HGC Spatial Vision along with 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. It is expected that the wider North Hemel Hempstead 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 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 well-connected 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 Land North of Redbourn Road, Hemel Hempstead Site can be delivered in accordance with the requirements of the draft HGC Spatial Vision and should be identified for release from the Green Belt and allocated for a high-quality, sustainable residential-led mixed use neighbourhood as part of the wider HGC Growth Areas.



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



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