

# HEMEL GARDEN COMMUNITIES

## STRATEGIC DESIGN CODE

September 2024

**DRAFT**



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Garden  
Communities**

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1.0	24/09/2024	Supporting document to SADC and DBC Regulation 19 Local Plan



Hemel  
Garden  
Communities

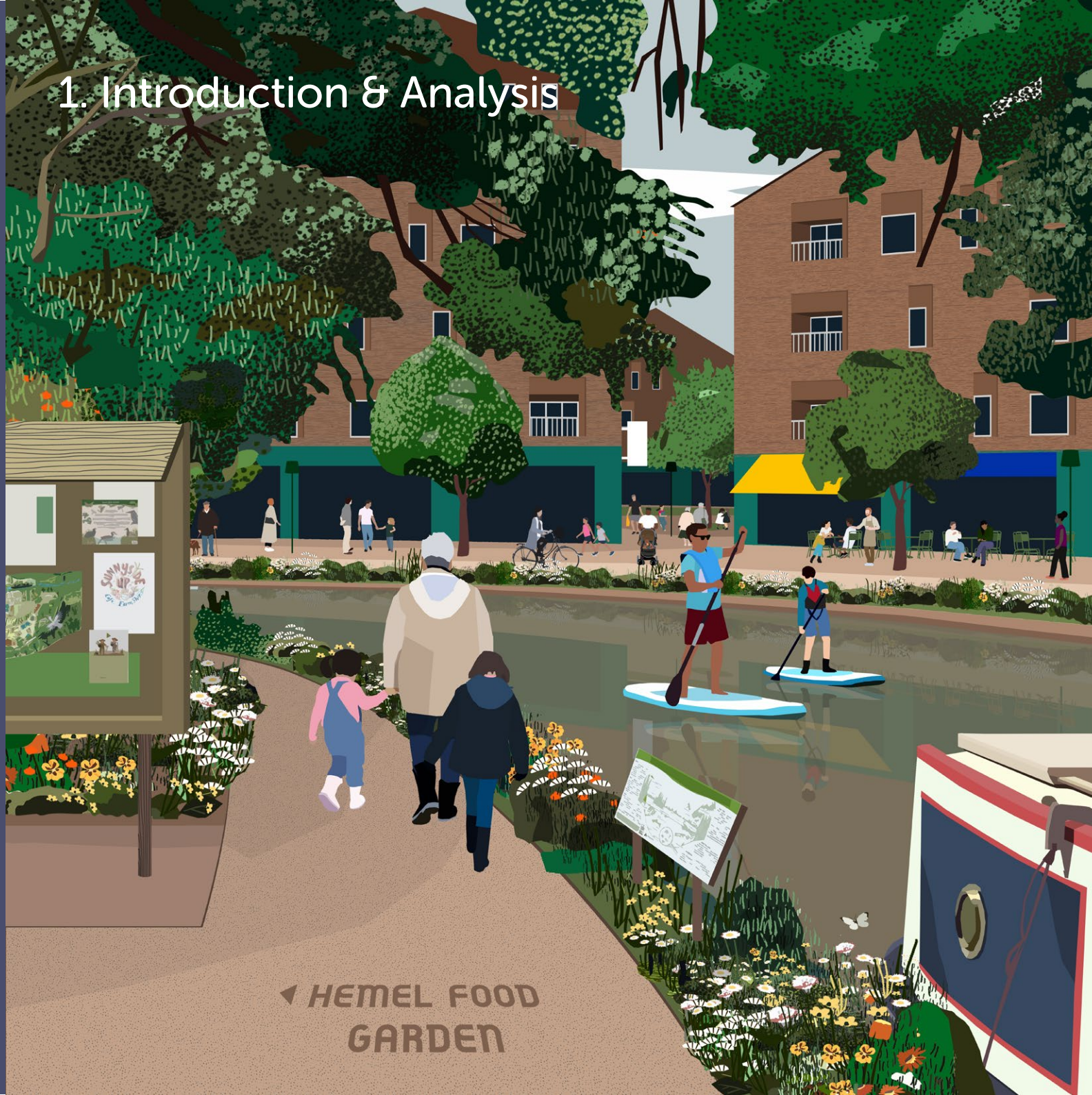


urban  
movement

# Contents

<b>1. Introduction &amp; Analysis</b>	<b>4</b>	<b>2. Vision and Strategic Requirements</b>	<b>24</b>
1.1 Introduction	5	2.1 Introduction	25
1.2 National Model Design Code (NMDC)	6	2.2 Theme 1: Green and blue infrastructure	26
1.3 Location	8	2.3 Theme 2: Transport and mobility	28
1.4 HGC Documents	10	2.4 Theme 3: Placemaking	30
1.5 Existing Baseline Analysis	11	2.5 Stewardship	32
1.6 HGC Spatial Vision	12	<b>3. Neighbourhood Wide Coding</b>	<b>34</b>
1.7 HGC Strategic Design Code coverage	13	3.1 Introduction	35
1.8 Aligning with the Local Plans' evidence and the Framework Plan	14	3.2 Neighbourhoods	36
1.9 Engagement	18	3.3 Theme 1: Green and blue infrastructure	38
1.10 Workshop Comments Conclusion	20	3.4 Theme 2: Transport and mobility	46
1.11 Introduction to Neighbourhoods	21	3.5 Theme 3: Placemaking	52
1.12 How to use this Design Code	22	3.6 Neighbourhood level requirements	68
		3.7 Design Quality Questions	74
		3.8 Glossary	76

# 1. Introduction & Analysis



Two Waters Area illustration  
(image by DK-CM)

# 1.1 Introduction

This Strategic Design Code (SDC) for Hemel Garden Communities (HGC) will ensure high quality design is achieved for the key placemaking components of HGC, and will inform forthcoming Planning Applications, detailed Masterplans and Site Design Codes.

The Strategic Design Code supplements Dacorum Borough Council (DBC) Strategic Design Guide SPD and St Albans City and District Council (SADC) Strategic Sites Design Guidance, that set out a design process and principles for developers to follow when preparing their plans for new development, with a separate section on employment-use buildings, such as offices and industrial units.

The Strategic Design Code was developed based on existing and emerging work as part of the HGC Programme, which was incorporated as baseline analysis and contributed to the strategic vision. This document will feed into the HGC Framework and Transformation Plan SPD, forming part of its content.

This document will be published as part of the SADC and DBC Local Plans' Regulation 19 Evidence Base, and subsequently feed into the HGC Framework and Transformation Plan SPD, forming part of its content.

The future SPD will then assist landowners and their design teams in developing their Site Masterplan and associated Design Codes.

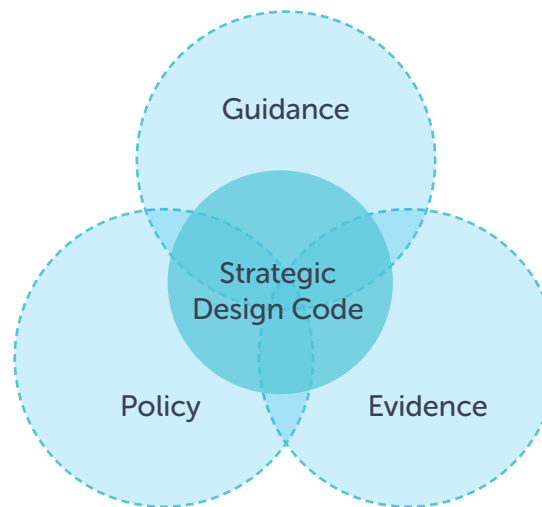


Fig.01 Strategic Design Code: linking guidance, policy and evidence



Fig.02 Indicative diagram showing the role of the Strategic Design Code within the wider planning process

# 1.2 National Model Design Code (NMDC)

## Government guidance for producing a local design code

Design codes have been used for a long time to define rules and expectations about built form – from buildings and streets to entire settlements – to identify how future development will look and function.

In recent years, design codes have been an important tool in the planning system to ensure the quality of development on larger scale planning applications, usually led and submitted by landowners and developers to the local authority.

The National Model Design Code (NMDC) issued in June 2021, defines design codes as a collection of design principles which help local authorities and communities to define what good looks like in their area. It states that local authorities, in collaboration with their communities, establish the design principles that define the exact parameters for those who deliver change must follow to create more sustainable and successful places.



Fig.03 National Model Design Code Part 1 - The Coding Process Cover Page

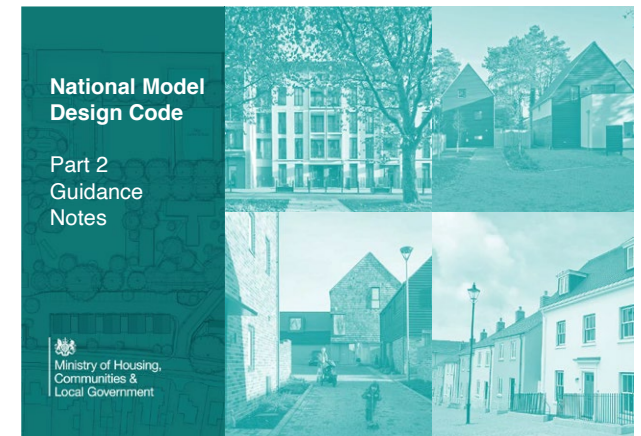


Fig.04 National Model Design Code Part 2 - Guidance Notes Cover Page

### Design guidance vs. Design code

The general term 'guidance' refers to both design guidance and design coding. Design guidance typically is more general and requires interpretation, as often is found in our discretionary planning system. Design parameters within a design code aim to be more specific, binary and measurable which adds certainty for local authorities, communities, developers and others in delivering expectations on development that is greener, more sustainable and fits into the local context. With this certainty, the planning process should be quicker in enabling new neighbourhoods and enhancements to an existing town, like in the case of delivering the vision of 'one place' Hemel.

## Process of Design Coding

The NMDC defines a seven-step process that is defined by Analysis, Vision and Code stages, which will help to develop a Strategic Design Code for Hemel Garden Communities:

- > Analysis Stage 1A: **Scoping** refers to agreeing on the geographic area that the design code will cover as well as the policy areas it will address.
- > Analysis Stage 1B: **Baseline** addresses the analysis of the place that will need to be undertaken to underpin the code and inform its design principles and design guidance and coding.
- > Vision Stage 2A: The **Design Vision** sets out an overall vision for the area, as established within local authority policy. The vision will extend to a series of Area Types, or places with similar characteristics.
- > Vision Stage 2B: The **Coding Plan** maps out the Area Types addressing the area covered by the design code.
- > Vision Stage 2C: **Masterplanning** refers to areas where a greater vision can be established by working with adjoining strategic sites (and their corresponding landowners and developers).
- > Code State 3A: **Guidance for Area Types** refers to the design guidance and design coding that relates to each specific Area Type.

- > Code Stage 3B: **Code Wide Guidance** refers to design policy, guidance and design coding that relates across the entire area of the design code boundary.

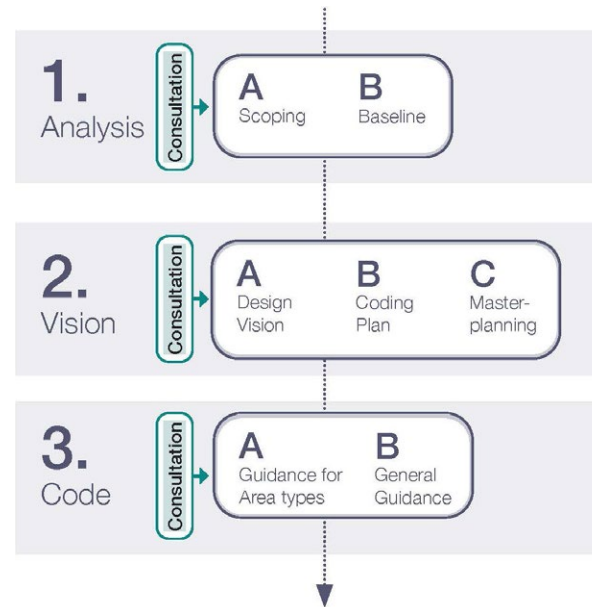


Fig.05 The seven-step coding process addressing Analysis, Vision and Code

- > The NMDC embeds a series of place characteristics from the **National Design Guide (NDG)** illustrated within a wheel. These ten characteristics of a well-designed place form an important foundation to guide the possible coverage of a local design code, providing an overarching framework for design.



Fig.06 The wheel of 10 Characteristics of Well Designed Places

# 1.3 Location

## Wider Context

The Hemel Garden Communities (HGC) Programme Area map highlights the existing town of Hemel Hempstead and the area of influence. The proposed HGC Growth Areas sit under the Dacorum Borough Council to the north and the St Albans City and District Council administrative boundaries to the east of the town.

The Programme Area includes the Growth Areas and the existing town including Opportunity Areas and strategic sites, whilst this strategic design code addresses the Growth Areas only.

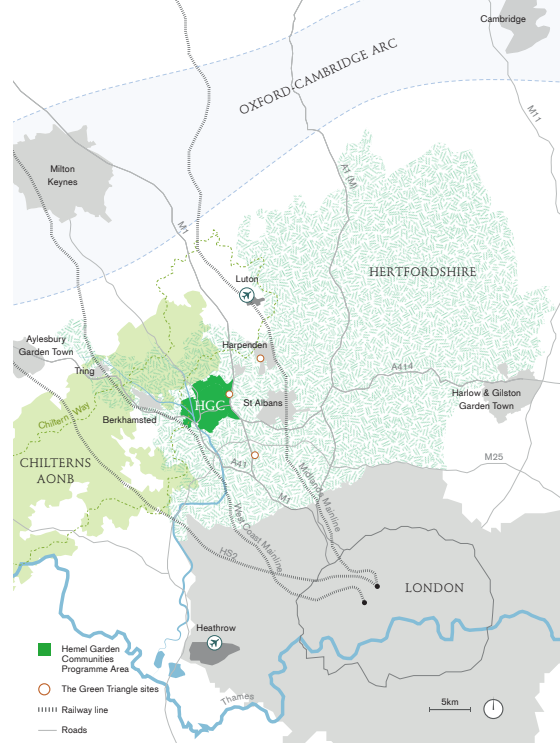


Fig.07 HGC Contextual Site Map  
Extract from: Hemel Garden Communities (HGC) - A Spatial Vision

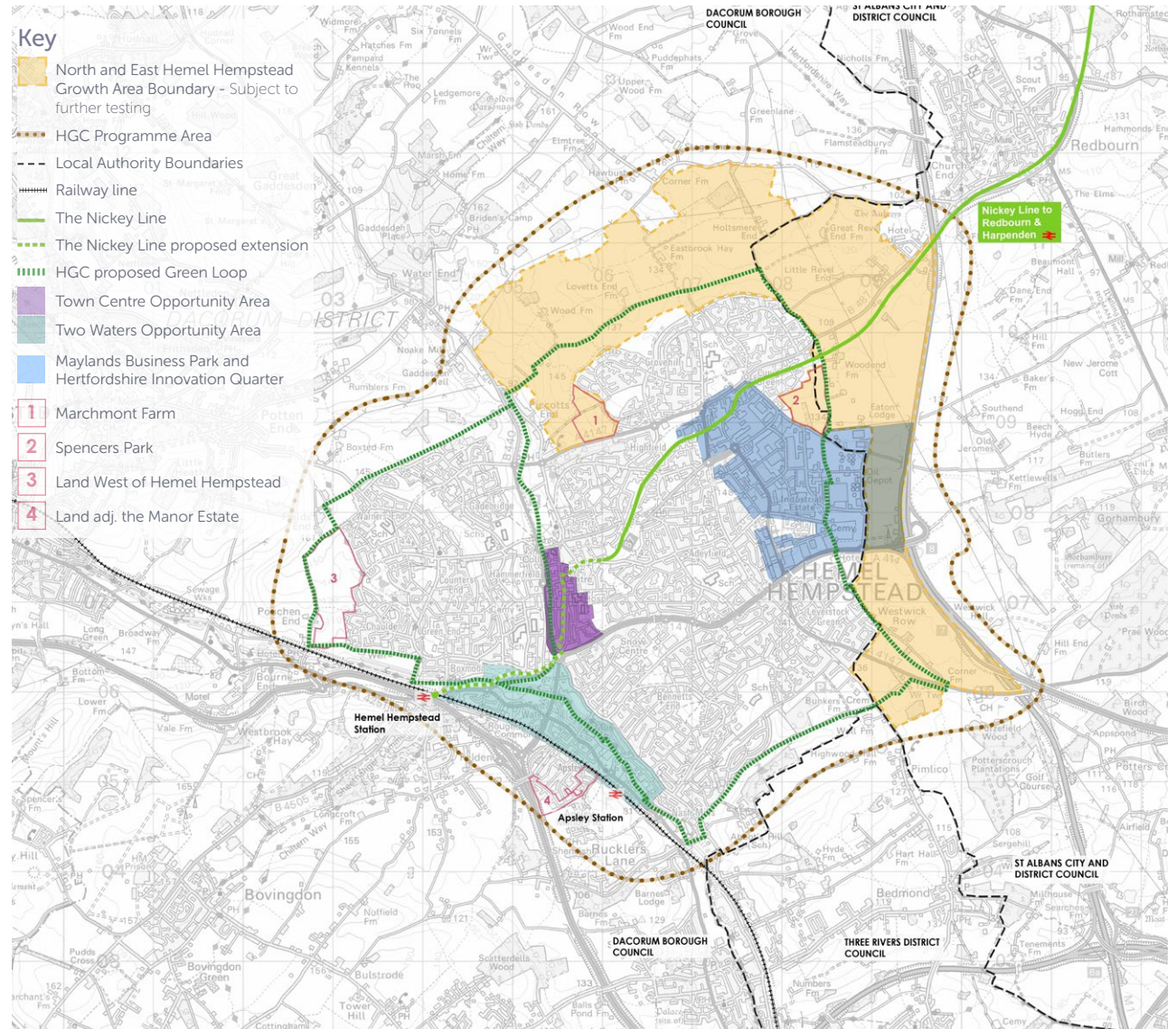


Fig.08 HGC Programme Area Map (August 2024)



## HGC Site Allocations Areas - Red line boundary

HGC Growth Areas and their respective adjacent neighbourhoods are the focus of the Strategic Design Code. The Growth Areas lie to the north and east of the existing town of Hemel Hempstead.

Extending across over 1,000 hectares, the Growth Area Site Allocations in DBC (Hm01) and SADC H1, SADC H2, SADC H3, SADC H4, will deliver up to 11,000 new homes and up to 10,000 new jobs.

### Key

-  Railway Station
-  District Boundaries
-  Site Allocation Areas in DBC
-  Site Allocation Areas in SADC

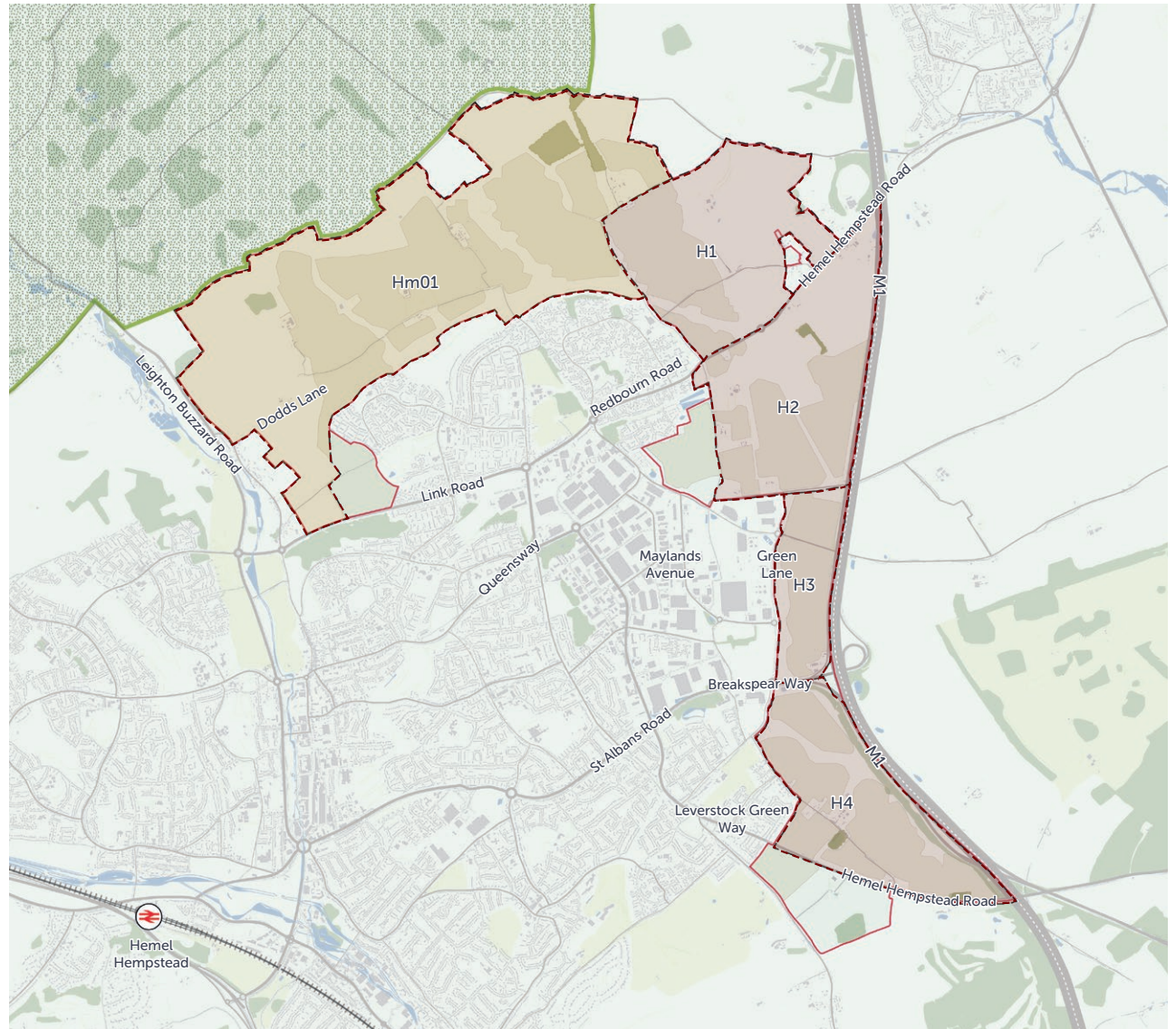


Fig.09 Site Allocation Areas Plan

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# 1.4 HGC Documents

## Time-line

Significant baseline work has been carried out for Hemel Garden Communities which will be used as the basis of analysing the site and its requirements.



# 1.5 Existing Baseline Analysis

## Strategic Vision

In order to gain a better understanding of the significant existing HGC work currently undertaken, it was identified that there were key documents that defined overarching principles and key spatial moves for the Growth Areas. These documents, the Charter, Spatial Vision, Position Statement and the Strategic Design Guide, establish a wider vision.

## Themed Layers

'Themed layers' reinforce the vision, developing specific qualitative and performance based objectives for key categories. These bespoke categories have been drawn from the 10 characteristics of a well designed place based on the National Design Guide which help tie in with the themed layers.

## Initiatives

Specific projects have been developed in the form of Initiatives. These will conform to the strategic vision and help deliver local change. They are place-specific and will shape the new places within and around the town.

## Consented schemes

A series of consented and emerging planning applications have been identified. These will contribute to the development of the strategic design coding as part of the emerging context.

## Framework Plan

The Concept and Framework plans define the vision spatial approach, addressing a wide range of constraints and opportunities. The Framework Plan will be used as an overall conceptual spatial layout that will guide and underpin the development of the Strategic Design Code. This will evolve along with the Framework Plan as more detailed site testing and technical mitigation is addressed.



# 1.6 HGC Spatial Vision

## The 4 Spatial Vision Pillars and 3 Framework Themes

The HGC Spatial Vision document provides a holistic vision for HGC in 2050 with two overarching themes (responding to the climate crisis and healthy lifestyles). Four spatial vision pillars reinforce the future for Hemel Hempstead to be transformed into a series of healthy, well-connected and walkable neighbourhoods; opportunities for a range of jobs to promote innovative and sustainable industries; provision of relevant infrastructure to allow for cultural and local centres to thrive; and creation of engaged communities.

### 1. OVERARCHING THEMES

The 2 overarching themes of the Spatial Vision







Respond to the Climate Crisis



Healthy Lifestyle


### 2. SPATIAL VISION PILLARS

The Spatial Vision is organised into 4 thematic pillars which reinforce the aspirations to promote healthy lifestyles and respond to the climate crisis


 <p><b>Pillar 1</b> A Green Network</p>	<ul style="list-style-type: none"> <li>&gt; Open Space Network</li> <li>&gt; Biodiversity and leisure</li> <li>&gt; Active Travel</li> </ul>
 <p><b>Pillar 2</b> Integrated Neighbourhoods</p>	<ul style="list-style-type: none"> <li>&gt; New homes</li> <li>&gt; Mixed use and affordable</li> <li>&gt; Layout and design</li> <li>&gt; Local centres</li> </ul>
 <p><b>Pillar 3</b> Self-sustaining Economy</p>	<ul style="list-style-type: none"> <li>&gt; New jobs within Herts IQ and local centres</li> <li>&gt; Town centre and local centres upgrade</li> <li>&gt; Circular economy</li> </ul>
 <p><b>Pillar 4</b> Engaged communities</p>	<ul style="list-style-type: none"> <li>&gt; Engagement</li> <li>&gt; Heritage and Culture</li> <li>&gt; Social Value</li> <li>&gt; Stewardship</li> </ul>

### 3. CONCEPT FRAMEWORK THEMES


The Framework Plan further develops the 4 Spatial Vision Pillars into 3 themes



Theme 1 :  
Green and blue infrastructure



Theme 2 :  
Transport and mobility



Theme 3 :  
Community wellbeing



Fig.10 HGC Spatial Vision (2021)  
Extract from: Hemel Garden Communities (HGC) - A Spatial Vision

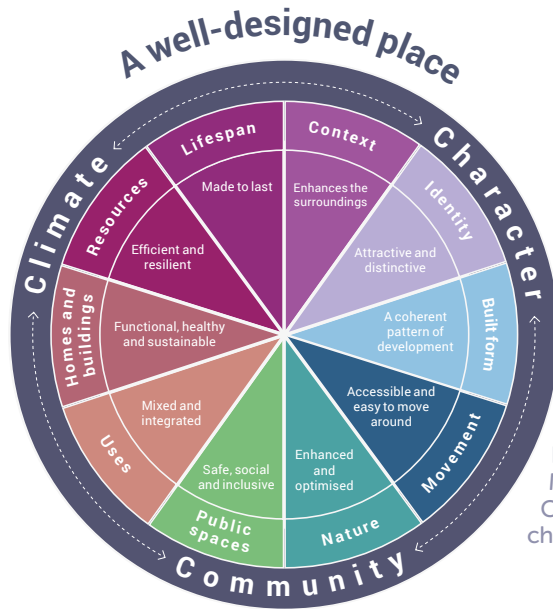
# 1.7 HGC Strategic Design Code coverage

The 10 characteristics of a well designed place are embedded in the National Design Guide and form key structuring elements for coding within the NMDC. The illustration to the right highlights how each Pillar within the Spatial Vision relates to a range of characteristics.

Design coding within the Growth Area will focus on a nested approach to design codes, meaning the Strategic Design Code will sit across the Growth Area, and a number of future, more detailed site design codes will provide additional detail and coding for sites across the Growth Area.

The SDC will focus on strategic coding, primarily addressing the following characteristics: Built form, movement, nature and public spaces. Other characteristics will be more secondary. Future detailed design coding will then address each of the 10 characteristics.

The Strategic Design Code is structured taking into consideration the four spatial pillars, the characteristics and three themes underpinning the concept framework



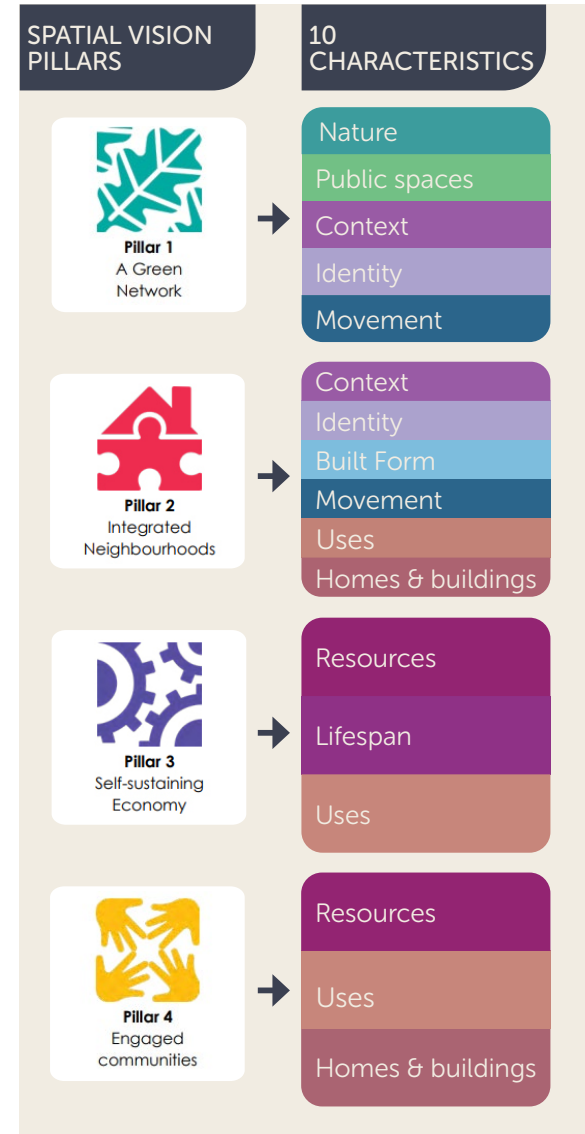
Future Masterplan Design Codes to consider all characteristics

Fig.11 The 10 characteristics of well designed place National Design Code extract

### Detailed Design Codes coverage

Detailed Design Codes will be site-specific, providing guidance and requirements on how the vision will be delivered at site level.

Detailed Design Codes will need to comply with the HGC Strategic Design Code and consider all the 10 characteristics of a well designed place.



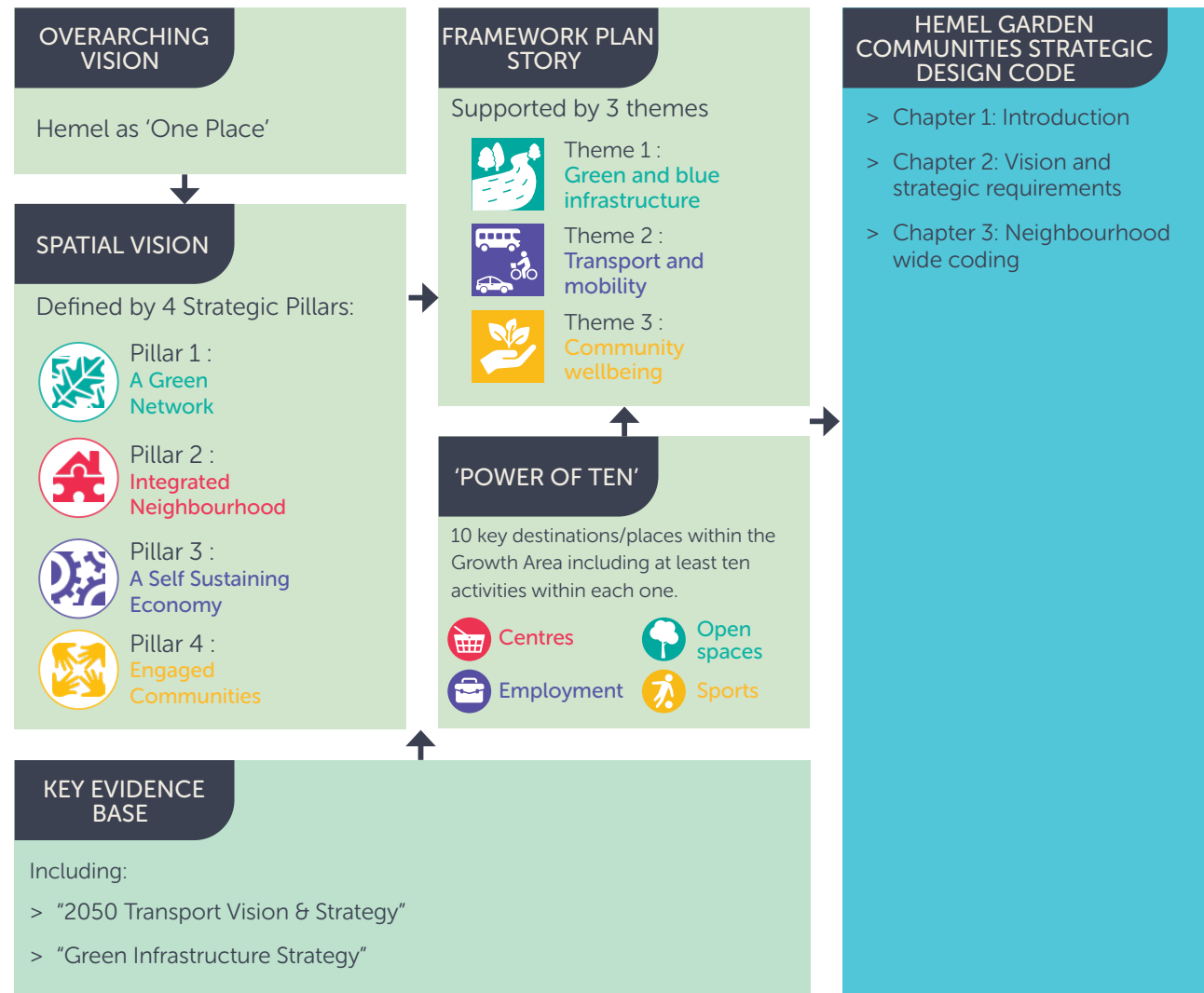
# 1.8 Aligning with the Local Plans' evidence and the Framework Plan

The diagram on this page illustrates how the Strategic Design Code sits within the strategic context, the emerging wider evidence and the hierarchy between the 4 strategic vision pillars and the 3 themes supporting the Concept Framework.

The emerging wider evidence that influenced the code includes the "2050 Transport Vision and Strategy", "Green Infrastructure Strategy" and the other ongoing work related to the Dacorum Borough Council and St Albans City and District Council emerging local plans.

The key Strategic Design Code categories are based on the three Concept Framework themes (listed below) derived from the vision pillars, and alignment with the NMDC:

- > **Theme 1: Green and blue infrastructure**  
How the Growth Area will work with nature and the landscape as an essential part of its design and future function.
- > **Theme 2: Transport and mobility**  
How the Growth Area will support the Transport Vision of sustainable mobility being the first and easiest choice for getting around Hemel.
- > **Theme 3: Community wellbeing**  
How the Growth Area can have thriving, mixed, successful and integrated new neighbourhoods that complement and connect with existing Hemel.



## HGC Green Infrastructure Strategy

The aspirations for the transformation and growth of Hemel Hempstead are underpinned by an ambitious “Green Network” vision.

### HGC Green Network Vision 2050

A network of green routes, travel and places that support healthy lifestyles, biodiversity, climate resilience, environmental sustainability and the wellbeing of local communities.

The vision puts green infrastructure (GI) at the heart of a “one place” approach to the evolution of the existing New Town alongside development of the new Garden Communities, where ‘old’ and ‘new’ places are stitched together through GI to help create a green, beautiful, healthy and prosperous town. In line with the Hertfordshire Green Infrastructure Strategy, the approach has been inspired by the legacy of Jellicoe’s landscape-led approach to the original masterplanning of the Hemel Hempstead New Town.

The core components of the Green Network for Hemel are illustrated on the Conceptual Framework Plan and in the Green and Blue Network Map on this page.

### Key

	HGC Programme Area		Green Valley Swathes
	North & East Hemel Growth Area		Chilterns National Landscape
	Green space		Green places
	Destination parks and green spaces		Residential Neighbourhoods
	Proposed Country Park		Local centre
	Strategic green corridor		Maylands Business Park (Herts IQ)
	Local green corridor		Town centre and the old town
	Blue corridor		Two Waters
			New Garden Communities

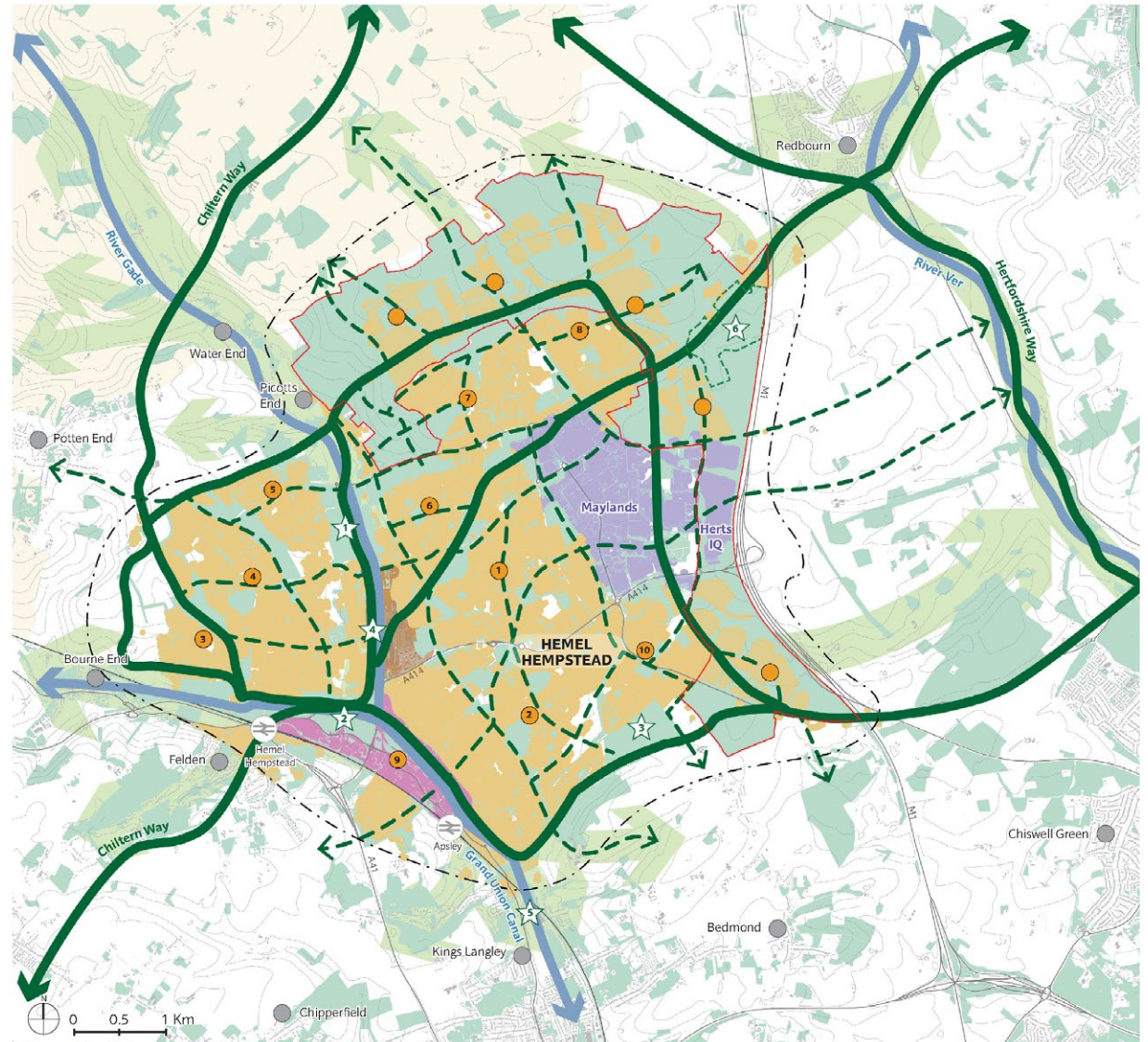


Fig.12 HGC Green Network Indicative Framework Plan

## 2050 Transport Vision & Strategy

### Transport Vision


















By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike.

### Strategic Themes and the Desired Outcomes

A place where at least 40% of all person trips from, to and within Hemel Hempstead, and 60% of all person trips from, to and within new HGC neighbourhoods, will be undertaken by sustainable modes of travel.

An innovative place, fit for the future, where high-quality transport networks prioritise local journeys and support de-carbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.

#### Key

- |   |  |   |  |
|---|--|---|--|
|    | Key Network  |    | Potential Route extension to the Nickey Line |
|  | Key Network (active and passenger only)  |  | Strategic active connections                 |
|  | Key Network potential route option   |  | Strategic road network                       |
|  | Proposed Sustainable Transport Corridor (Active and passenger only)  |  | Rail line                                    |
|  | M1 Junction 8 Improvements (Project Breakspear)  |  | Maylands Business Park & Herts IQ            |
|  | Local Network (active and passenger)   |  | Existing urban area                          |
|  | Local Network (Proposed)*<br>*The HGC Framework Plan will set out the proposed movement network for the HGC Growth Areas |  | Town centre/ Town centre opportunity area    |
|  | HGC Green Loop   |  | HGC Growth Areas                             |
|  | The Nickey Line  |  | Two waters opportunity areas                 |
|   |  |  | Railway Station                              |

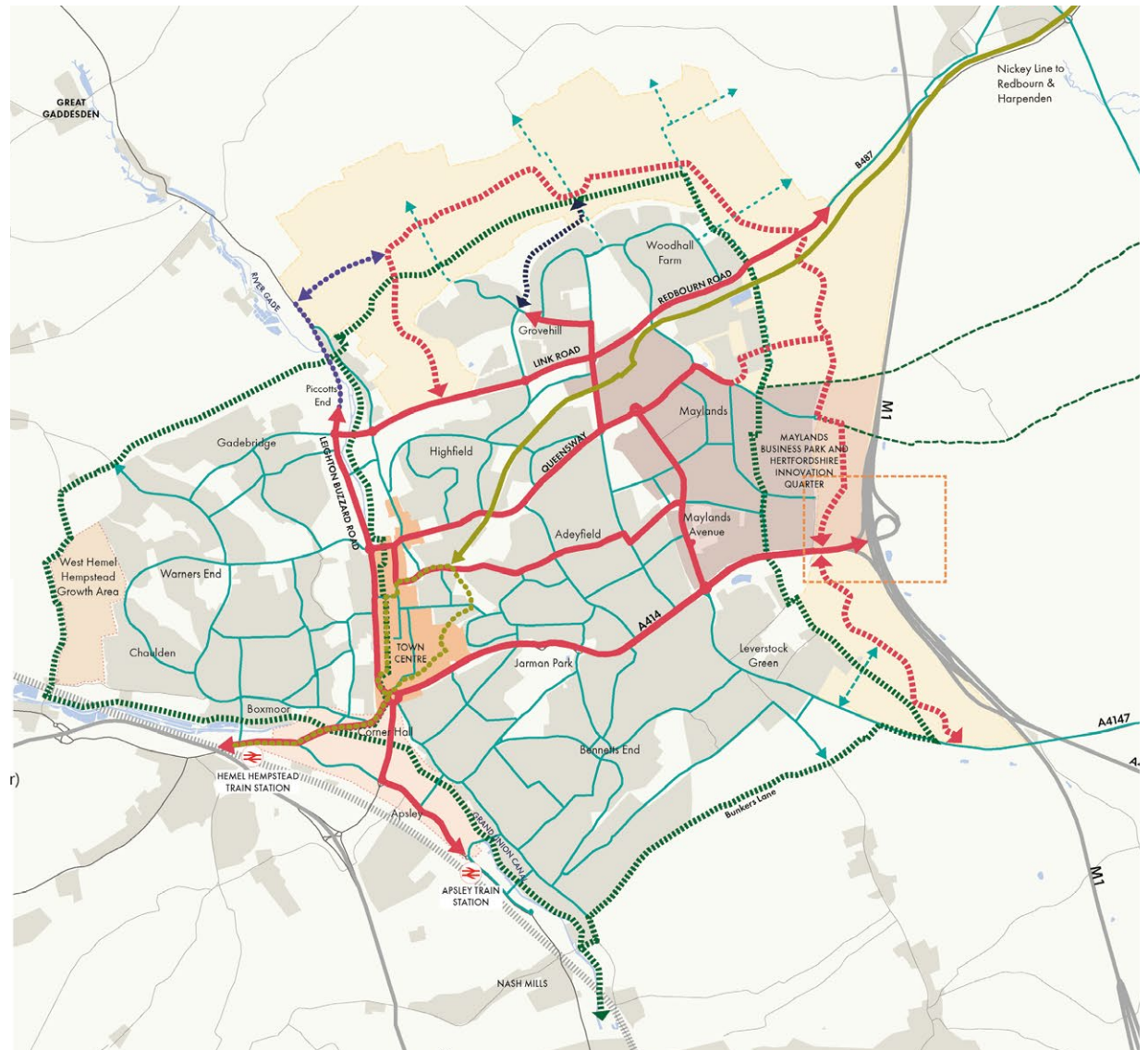


Fig.13 The Key and Local Networks (HGC Transport Vision and Strategy, 2024)

<https://www.hemelgardencommunities.co.uk/media/1gymfmv3/hgc-transport-vision-strategy-executive-summary.pdf>



## Framework Plan

The Framework Plan aims to provide a single, holistic spatial and infrastructure framework for the HGC Growth Area. It also strategically outlines the infrastructure requirements, growth and transformation objectives of the Growth Area.

The accompanying Concept Plan illustrates how the qualities of a successful place can be spatially arranged to achieve what is set out in the emerging Local Plans and the Spatial Vision, whilst providing guidance for future masterplanning of sites within the Growth Area, and for wider infrastructure planning. It has been developed based on the baseline evidence collection and the mapping of opportunities and constraints across the site.

**Key**

	Residential		Nickey Line
	Employment		Nickey Line extension
	Neighbourhood Centre		Active travel connection
	Primary School (subject to further testing)		Possible Future Connections (subject to land availability)
	Secondary School (subject to further testing)		Pedestrian, cycle and bus links
	Existing farmsteads as focal point		Open space, landscape mitigation, enhancements and SANG provision
	Sustainable Transport Corridor (STC)		Existing areas of woodland to be retained
	Sustainable Transport Corridor route options		Playing field
	J8 M1 Improvements to improve active, sustainable and vehicular access		Country Park
	Green Loop		Noise attenuation to M1

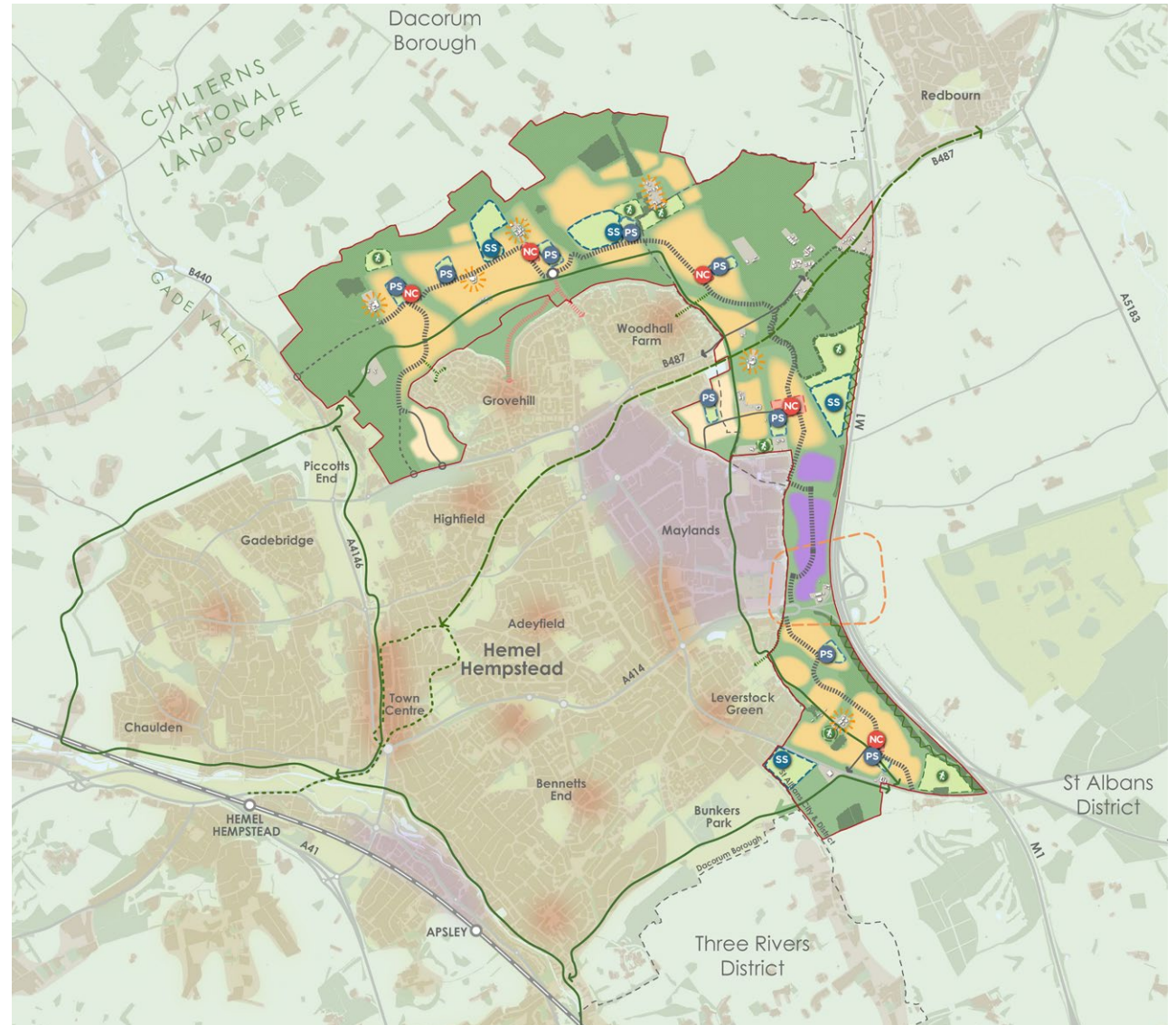


Fig.14 Indicative Framework Concept Plan (2024) - from David Lock Associates (DLA)

# 1.9 Engagement

## Stakeholder and Councillor Workshop

As part of the programme, regular workshops and meetings between HGC and the design team were conducted.

Engagement included coordination with Maylands Masterplan in addition to two half day workshops in late February 2024 with Stakeholders and Councillors to provide feedback for the Strategic Design Code.

The structure of these sessions focused on introducing design codes (DC) and strategic design codes (SDC), and the three main categories that the SDC would focus on for the HGC Growth Area, namely:

- > Movement
- > Public Realm, Parks & Open Space
- > Placemaking

Stakeholder Workshop



Fig.15 Photographs from Stakeholder workshop

Councillor Workshop



Fig.16 Photographs from Councillor workshop

## Workshop Comments

Through the workshops attendees made comments on three main categories of **Movement**, **Public Realm**, **Parks & Open Space** and **Placemaking** via post-it notes and by drawing on maps; a selection of comments have been highlighted here.

Link other areas of Hemel with new HGC routes. Parking spaces to accommodate those accessing these green route for leisure from outside HGC.

Public rights of way to be thought of early on. Many paths are easily managed with stewardship so they are better maintained.

Turning the functional into leisure or other features (tourism)? Lea Valley example. Music or theatre in an outdoor space - amphitheatre.

Need more playing pitch space (public and club run), close to other public facilities including green spaces for dog walking, etc.

Consider formal, more organised play space. Use of 'play on the way' and multi-functional spaces. Avoid 'bland' open spaces and areas of just formal pitches.

Please don't dump the occasional football pitch sized green space in the middle of lots of houses unless part of other linked facilities such as a local centre.

Clear navigation through the area. Easily accessible community facilities from entire neighbourhood.

Local centres with different characteristics, and open space. Variety of shops, services and facilities like food courts and groceries to support the neighbourhood.

Connections into existing Hemel. How will these work?

Reducing parking in new schemes has resulted in more parking on verges.

Need for a multi modal, connected transport network for the town.

Gradual modal shift should be encouraged.

Need to think how sustainable access is created to new spaces. Create a variety of green spaces - use of water multi functional.

Phasing of key infrastructure to support behaviour change. Thinking about long term sustainability of local centres - ownership/ rents important.

# 1.10 Workshop Comments Conclusion

Some of the key conclusions drawn from all the comments within each category are listed below:

## Movement

Key Takeaways:

- > Functional and attractive multi-modal connections into and across Hemel to be prioritised.
- > Street hierarchy and different street types based on residential vs employment zones need to be considered.
- > Phasing is key to allow for gradual transitions.
- > Public transport and active travel routes need to be safer and more attractive.

Challenges:

- > 40% modal shift for the rest of Hemel is challenging.
- > Need to identify key and local routes and emerging gateways early on.



Fig.17 Precedent: Utrecht – Maliesingel

## Public Realm, Parks & Open Space

Key Takeaways:

- > Temporary and permanent creative spaces should be introduced within the public realm to celebrate local talent and diversity in culture.
- > Tree lined streets and other attractive landscaping elements should be considered to create usable and sustainable spaces.
- > Accessible spaces and infrastructure like surfacing and seating provision to provide for a range of age groups and all genders.

Challenges:

- > SuDS do not provide recreational opportunity and can prove as an obstacle if not designed strategically, but they can if suitably designed. For example shallow SuDS basins can be used as playing fields in dry weather, rain gardens can be integrated with recreational/education features for children, SuDS can be integrated with public open space, play areas and so on.



Fig.18 Precedent: Cator Park, Kidbrooke Village

## Placemaking

Key Takeaways:

- > Engagement with local communities.
- > Consideration for long term sustainability of local centres - amenities provided and their ownership model is important.
- > Multi-functional centres are encouraged.
- > Desire for venues to cater to cultural, musical events and a programme of entertainment.

Challenges:

- > Fear of amenity development and supporting infrastructure not being prioritised.



Fig.19 Precedent: Alkerden Gateway, Ebbsfleet Garden City

# 1.11 Introduction to Neighbourhoods

The HGC Programme Area covering the Growth Area, has been divided into six 'Neighbourhoods', which have been identified during the Strategic Design Code process and will contribute to deliver the vision of Hemel as 'One Place'.

The aim of the six neighbourhoods is to promote sustainable living focused on proximity to local centres and schools whilst ensuring links between existing and new neighbourhoods. The scale of development areas and variation in contexts defined the six neighbourhoods with corresponding design coding that responds to their setting and geography, including whether each forms a part of an existing neighbourhood or forms an entirely new one.

These neighbourhoods aim to integrate into their contexts as far as possible, based on proximity and connections to existing neighbourhoods and transport corridors, existing and proposed north-south and east-west green links, and green open spaces within the Growth Area; these elements have been used to provide strategic coding at the neighbourhood level that is applicable across the site.

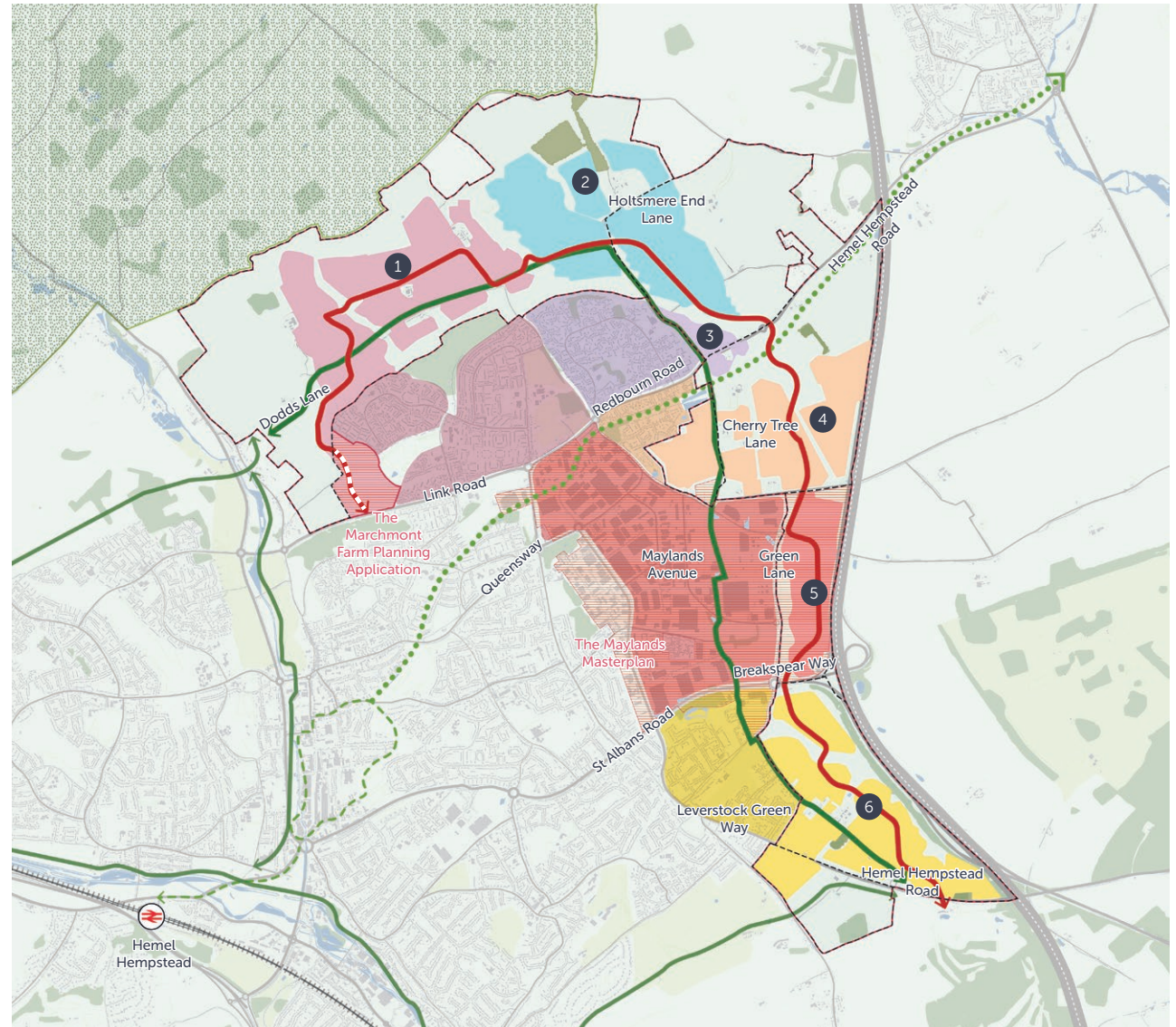


Fig.20 Green and blue infrastructure Site-wide Plan

(Scale 1:50,000 @ A4) 0m  1000m

# 1.12 How to use this Design Code

## Strategic Design Code overview

This Strategic Design Code is structured into 3 Chapters, which are summarised below:

### Chapter 1: Introduction and analysis

Setting the purpose and the structure of the document, including a site and spatial vision overview and how to use the document.

### Chapter 2: Vision and Strategic Requirements

Promoting an area wide vision, defining site-wide priorities and strategic requirements for each of the three structural framework strategic themes: (green and blue infrastructure, transport and mobility, placemaking).

### Chapter 3: Neighbourhood wide coding

Neighbourhood wide coding for each theme - green and blue infrastructure, transport and mobility, placemaking - including specific requirements for each neighbourhood.

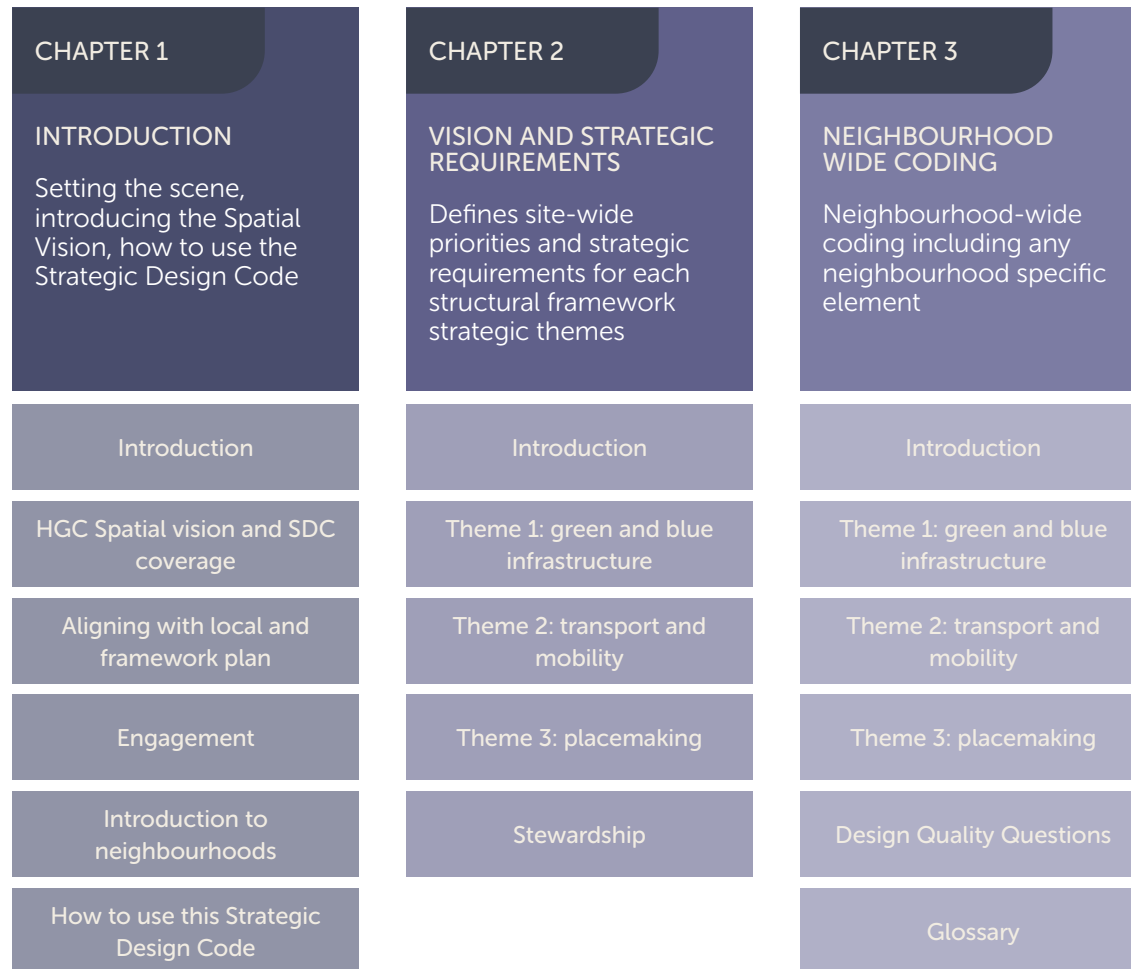


Fig.21 Diagram illustrating the structure of the document

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## 2. Vision and Strategic Requirements





# 2.1 Introduction

This chapter focuses on the site-wide vision and strategies for the HGC Programme Area. It seeks to define the priorities for each of the structural framework themes and details them through a series of mandatory and suggested requirements to be followed, when planning for new development in HGC.

These requirements cover the elements that coordinate the key strategies within HGC, to ensure the creation of one place, that ties together the three main themes of Green and Blue Infrastructure; Transport and Mobility; and Placemaking”.

Each theme includes:

- > The key principles identifying the site-wide priorities for each theme;
- > The strategic requirements which **must** be met at site-wide level; and
- > The guidance informing how the strategic requirements **should** be implemented.

An overview on Stewardship concludes this chapter, as it is considered key in order to deliver a successful place and even more importantly to guide how this will be successfully managed and taken care of.

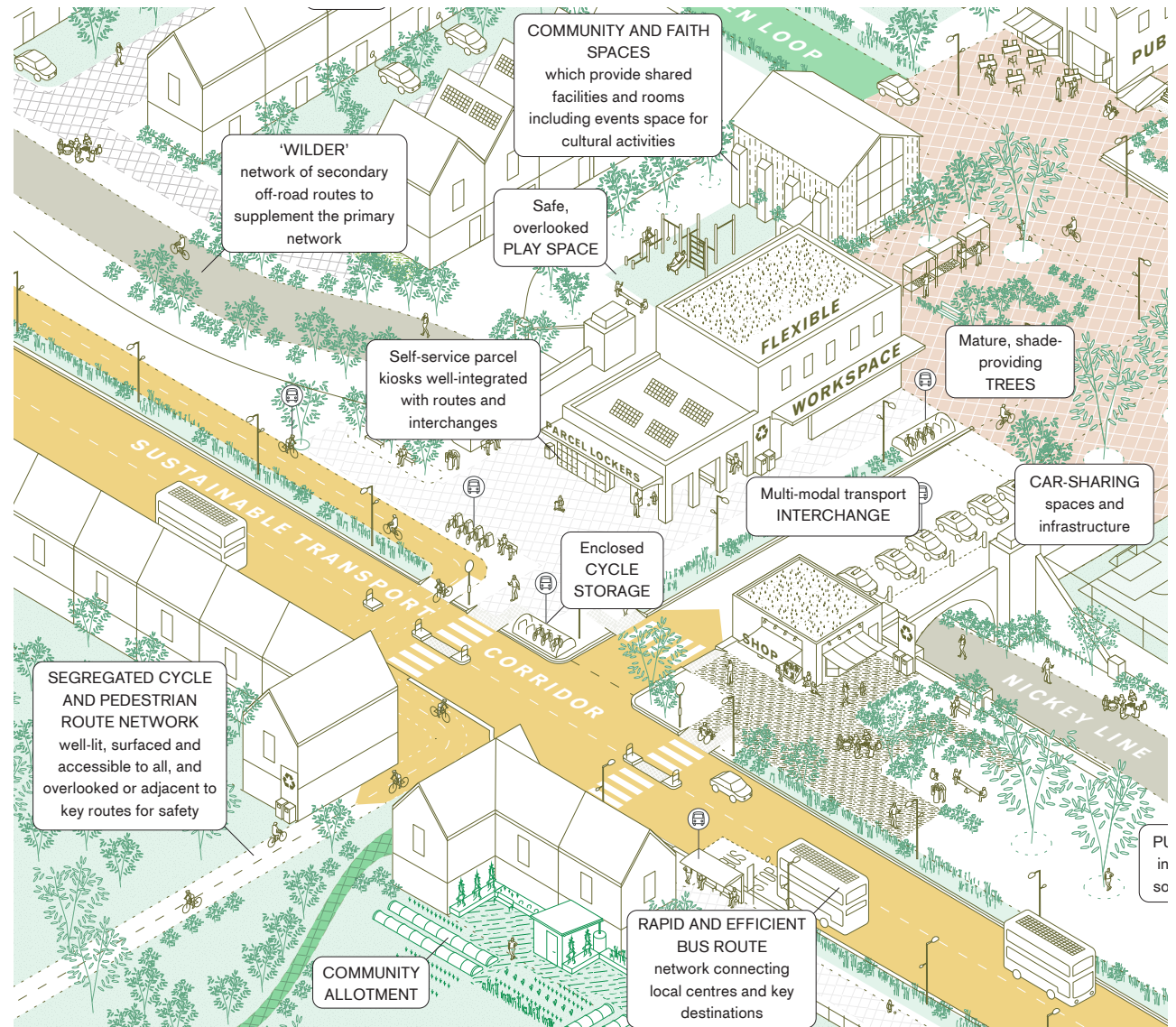


Fig.22 Pillar 2: Vision for integrated neighbourhoods (HGC Spatial Vision)

# 2.2 Theme 1: Green and blue infrastructure

## Site-wide priorities

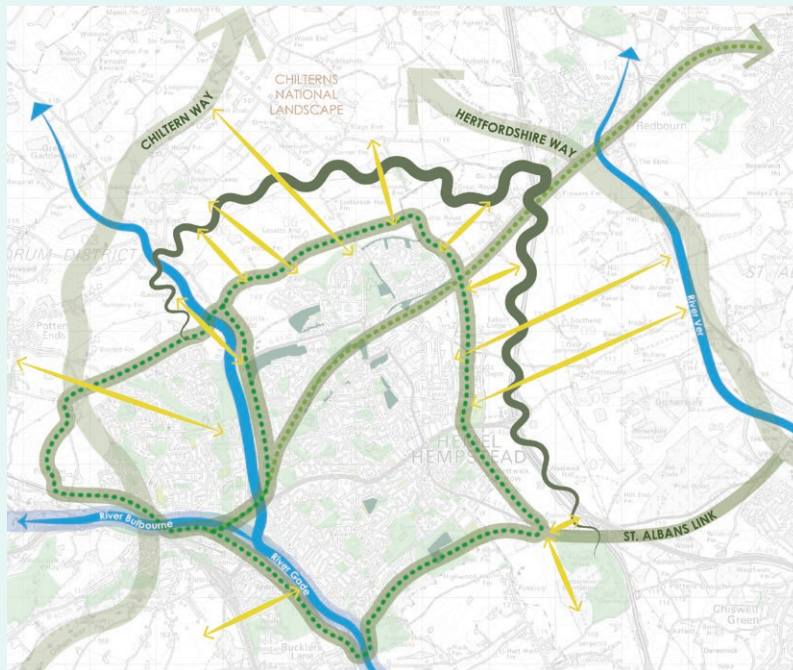


Fig.23 Green and blue infrastructure concept diagram

The green and blue infrastructure for HGC is based on the following site-wide priorities:

- > **Strategic Environments and Green Corridors:** A strategic network of distinctive multi-user greenways for active travel and leisure by bike and on foot, celebrating, enhancing and integrating existing and new routes.
  - **HGC Green Loop:** Route connecting key destinations, including the town centre, Maylands Business Park, River Gade and River Bulbourne/ Grand Union Canal, with new neighbourhoods and the Chilterns National Landscape via Chiltern Way.

- **Nickey Line:** Traffic-free green route on a former railway track that linked Hemel, Redbourn and Harpenden. Proposals include improving the existing route between Hemel and Harpenden, extending it to Hemel Hempstead and Harpenden train stations, to create a continuous greenway linking the town to the HGC, Redbourn and Harpenden.
- **St. Albans Link:** New greenway route linking St Albans to the existing town and the HGC following the A4147 corridor, and connecting the HGC Green Loop to the Hertfordshire Way at St Albans.
- **Access to wider countryside:** Including Hertfordshire Way and Chiltern Way, with a network of linked open spaces and circular routes where existing and new neighbourhoods meet and connect,

ensuring a green setting for each of them, that encourages sustainable, healthy living and community cohesion.

- **Habitat spaces for ecology:** Including large-scale accessible wetland habitats (subject to further studies), woodland and hedgerows to be incorporated and retained where possible to provide the best possible home for thriving natural ecosystem.
- **Productive landscapes:** Including innovative community food growing spaces, drawing upon the area's rural economy and farming sector.
- **National Landscape:** Including the Chiltern Beechwood "Special Area of Conservation" (SAC) to be protected through the SANG (Suitable Alternative Natural Greenspace) designed to provide alternative outdoor, natural spaces for people to visit and enjoy and an accessible alternative to the SAC. Conservation of townscapes, green valley swathes and heritage assets.

- > **Local Green Corridors:** A series of corridors including green and blue infrastructure radiating out from existing Hemel Hempstead, to connect the Green Loop to the wider development and beyond to the surrounding landscape, ensuring all homes can easily access the green network.
- > **Blue Corridors:** The blue corridors offer opportunities for people to exercise along and connect with nature on a daily basis and are key wildlife habitats. They also form part of flood water management including the Grand Union Canal, River Ver, River Bulbourne and River Gade and include Sustainable urban drainage (SuDs) which will handle surface water flows and prevent flooding of nearby areas after rain.
- > **Connections:** Future proof longer term safe, inclusive and accessible connections at regular intervals to integrate new and existing communities.
- > **Tree Canopy:** Expansion of the HGC programme area's urban tree canopy cover with all new streets tree lined, to help address local air quality issues, provide more shade during heat waves and deliver biodiversity and amenity benefits. Tree canopies should be native trees to enhance biodiversity.
- > **Structural planting landscape buffer:** Wide and biodiverse buffers to mitigate visual and acoustic impacts, including early structural tree planting to create a multi-functional wooded landscape in the north of HGC Growth Area in the area of sensitive views from the Chilterns National Landscape and a biodiverse landscaped acoustic bund to attenuate noise pollution from the M1 within the east HGC Growth Area and a permanent green buffer to Redbourn. Landscape buffer needs careful consideration to prevent obstruction of open views along Gade Valley.

## Strategic Requirements

HGC will contain clear strategic green and blue infrastructure requirements as outlined within site-wide priorities, which **must**:

- > Provide a minimum of **10% Biodiversity Net Gain (BNG)** target and potentially exceed it.
  - > Deliver Suitable Alternative Natural Green Space (**SANG**) to mitigate the impacts of development on the Chilterns Beechwood Special Area of Conservation (agreed by Natural England and other stakeholders).
  - > Provide a SANG destination in the Gade Valley and a new Country Park in East Hemel North, as a key destination, with a good range of **facilities for leisure and recreation**, connected by **strong active travel routes** to new and existing communities/neighbourhoods.
  - > Provide a network of SuDS, supported by a strategic and a local approach to **sustainable water management**, that makes use of existing water features and utilises the existing landscape and topography.
  - > Include the delivery of: **HGC Green Loop/ Quietway**, improvements to the **Nickey Line**, **parks**, **greenways**, provision of **health and play** on the way routes, **leisure**, **play**, **sport facilities** and **community food growing**.
  - > Allow and facilitate **safe, active and sustainable movement** between neighbourhoods, the existing communities and key destinations, including the wider countryside.
  - > Include an connect to the existing **Public Rights of Way and wider routes**.
- > Create **multi-functional spaces** and regular connections, combining green and blue infrastructure that serve nature and people.
  - > Contain substantial **new woodland and urban tree planting, wildlife habitats, open spaces and productive landscapes** to serve the new neighbourhoods and encourage community stewardship.
  - > **Protect key views and retain existing trees**, ancient woodlands and hedgerows and allow for the expansion of chalk/acid grassland, **create a sense of place** and establishment.
  - > Place open space and structure planting early in the development, with planting able to **protect the setting to the National Landscape** in perpetuity.
  - > Support **control of artificial lighting**, particularly within river valley and high ground.
  - > Support **integration of nature in amenity areas**, while considering visual impacts and management.

The green and blue infrastructure requirements outlined within site-wide priorities, **should** be delivered with the following:

- > A variety of **safe, inclusive and accessible to all** paths should be included to allow for walking, cycling, equestrian and other **recreational uses** within the open space.
- > The use of artificial lighting throughout the strategic green and blue infrastructure should be minimised and avoided where possible, to **retain the natural character** and reduce the impact on wildlife.
- > Amenity space should include **seating, small focal points** and space for informal leisure and sport activities.
- > Parks and gardens consist of formal open spaces and should include some spaces with civic quality, appropriate for a more intense level of use and **opportunities for the community to come together**. These should include space for nature in and around spaces for people.
- > Children's play space should be located within a short walk from home and offer a **wide range of sizes and provision**. These should include planting and natural features to provide play value, contact with nature, shade, shelter and educational opportunities.
- > Playing fields and sports should include areas of meadow, scrub and tree planting to provide **complementary spaces for nature**.

## 2.3 Theme 2: Transport and mobility

### Site-wide priorities

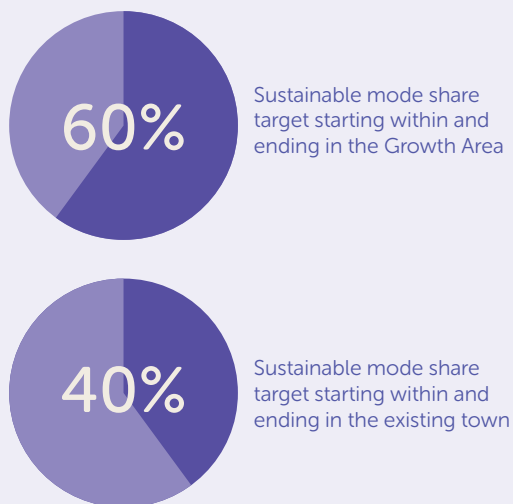


Fig.24 Sustainable mode share targets

Transport and mobility for HGC is based on the following site-wide priorities:

> **Sustainable mode share targets:**

Implementation of measures looking to achieve a target of 60% of all person trips within the Growth Area and 40% within the existing town to be undertaken by active and sustainable modes by 2050.

> **Strategic movement approach:** Sustainable transport targets to be sets for the different neighbourhoods based on the wider and local travel network with active travel and vehicular routes.

> **Sustainable Transport Corridor:** Delivery of the Growth Area's Sustainable Transport Corridor (STC) to provide direct sustainable travel connectivity between key destinations within the Growth Area. The STC will be designed along its length to give appropriate priority to active and sustainable modes over the private car. In all instances the STC will be a public transport (e.g.) bus link.

> **Northern Strategic Transport Corridor (STC):** The Northern Sustainable Transport Corridor will provide direct sustainable travel between key destinations within the Growth Areas, whilst protecting the setting of Piccotts End Conservation Area and the Chilterns National Landscape.

> **Key destinations:** Strategic wider connections across the Growth Area need to be laid out to improve the links to key destinations at earlier stages. This will help identify locations of key destinations and provide for short and efficient movement corridors. Key destinations will be connected through convenient and efficient bus service, cycle and walking networks and infrastructure.

> **Improvements to support wider active travel and sustainable transport:**

Improvements to support wider active travel and sustainable transport: Prioritisation of Active and Sustainable modes of transport which connect key and local destinations. Aim to enhance neighbourhood connectivity on both sides of the A414 corridor and make sustainable modes of transportation more appealing. Improvements to support enhancements and improvements at M1 Junction 8 and the surrounding area.

> **Hertfordshire Essex Rapid Transit (HERT):**

The HERT will deliver a new and sustainable step-change in the passenger transport network through an accessible, reliable and affordable east-west county transit system which connects people easily to where they live, work and visit. The HERT will support economic growth, improve the environment and positively impact our existing and new communities. It will also connect with north-south rail lines to create new sustainable journey options across the whole of Hertfordshire and beyond.

> **Parking and mobility hubs:** A network of transport hubs with appropriate facilities to support modal share shift across the Growth Area, existing town and wider destinations. There will be a hierarchy of transport hubs across the town, ranging in scale depending on the role they serve and designed to support the whole movement network.

## Strategic Requirements

HGC will contain clear strategic transport and mobility requirements as outlined within site-wide priorities, which **must**:

- > Provide **sustainable connections** between the Growth Area and existing neighbourhoods to encourage access to existing facilities and for existing residents to access new facilities within HGC.
- > Include active travel provision with **designated routes for pedestrians, cyclists, and public transport as a priority**.
- > Include sustainable **public transport routes which must connect seamlessly with the active travel networks** and mobility hubs to provide longer-distance trip options. Public transport will be prioritised across the site so delays caused by congestion can be avoided.
- > Design **mobility hubs with enhanced interchange facilities** to make it easy to change between active travel and sustainable public transport, or between different forms of sustainable public transport, especially when making local journeys. Mobility hubs are to be provided in strategic locations to facilitate sustainable movement.
- > Incorporate the Nickey Line: to be improved and upgraded in line with the **Nickey Line Vision**.

- > **Improve passenger transport networks** through an accessible, reliable and affordable east-west county transit system (HERT) which connects people easily to where they live, work and visit. Well-connected places that help **revitalise the town centre** and encourages growth, expanded business and communal open spaces to socialise.
- > Prioritise a **future ready transport network** that facilitates the **de-carbonisation** of all vehicles by delivering appropriate infrastructure (e.g., EV charging points, public hire services, e-Cargo bikes where appropriate) helping Hemel Hempstead to meet its climate emergency obligations.

The transport and mobility requirements outlined within site-wide priorities, **should** be delivered with the following:

- > **Greenways** should be introduced as surfaced off-road routes for walking and cycling through open spaces to **retain existing hedgerows and trees** along the movement corridors.
- > **Quietway** should be introduced, including existing rural lanes where vehicle traffic has been removed or reduced to access only, with walking and cycling prioritised in a green, rural environment.
- > **Public Rights of Way** should be enhanced with existing Public Rights of Ways connecting with the Greenways Network and the wider countryside.
- > Provision of convenient onward travel should be made from **walkable hubs** and schools, supporting a range of facilities such as parcel lockers, cycle maintenance and community information, linked to shops, community facilities and other uses.
- > Transport routes such as roads, cycleways, etc. must benefit from **SuDS drainage** through permeable paving, swales, rain gardens and maintenance liabilities, should be avoided as far as possible.

## 2.4 Theme 3: Placemaking

### Site-wide priorities



Fig.25 Walkable neighbourhoods

Placemaking for HGC is based on the following site-wide priorities:

- > **Landownership, district boundary and delivery:** Due to landownership patterns, a comprehensive plan for the Growth Area is required, to ensure that due regard is given to a joined-up approach to infrastructure, green infrastructure and important facilities such as schools and local centres, which contribute to sense of place.
- > **Gateways and treatment:** Key gateways celebrate the existing and future connection from existing neighbourhoods and provide a sense of arrival.
- > **Views:** Existing views to and from the site are important to visually connect or protect from existing neighbourhoods and open spaces.
- > **Local centres and schools:** High quality schools, health and community facilities are to be located within walking distance from homes, complementing the existing facilities.
- > **HIQ employment space vision:** The Herts IQ Enterprise Zone will be designed as a sustainable, people-focused space that can provide a home for the wide range and mix of businesses that will be able to set up and grow in Hemel Hempstead. It will be able to adapt to demand changing over time, and be flexible to accommodate a range of different types of development.
- > **Parks and gardens, SANG and open spaces:** A network of diverse quality open and green spaces, including parks, gardens, multifunctional landscaped SuDS (e.g. rain gardens), SANG and other open spaces that will provide equitable, safe, and sustainable spaces for all, to encourage people to be outside, engage and benefit from nature, and interact with others. Enhanced neighbourhood walkability and connectivity with safe and efficient walking and cycling infrastructure and clear wayfinding linking to key destinations. Maximising active travel also means increasing physical activity and social connections.
- > **Farmsteads, hamlets, heritage and historic buildings:** Existing heritage assets, such as farmsteads, to be used to help emphasise character, local history, place identity and promote cultural heritage.
- > **Art and culture:** The Growth Area will be a people-focused environment with high quality public realm including seating, art & planting. Culture and heritage will be at the centre of placemaking.
- > **Community well-being - facilities and services:** Health and well-being will include accessible services and facilities incorporated within healthy streets, greenways and open spaces network, focusing on outdoor facilities and health of the population. The HGC Programme offers a rare and opportune moment to ensure the built environment, on which all citizens depend, and supports healthy communities wherever possible. It prioritizes all community facilities to be provided in order to keep people safe with the fire services, activities for the elderly and youth services, libraries, activities for other community groups such as baby clubs, coffee mornings, and others.
- > **Sports, leisure and recreation:** Sport, leisure and recreation activities including playing fields are to be integrated into the new neighbourhoods and open spaces.
- > **Employment opportunities:** Job creation and learning opportunities are to be maximised through project delivery and employment opportunities at the Hertfordshire Enviro-Tech Enterprise Zone (Part of Hertfordshire Innovation Quarter, known as Herts IQ).
- > **Stewardship and maintenance:** Long-term governance and stewardship arrangements for the social, community, green and blue infrastructure are to be established early in the planning process.
- > **Engagement:** Engaging with the existing community, councillors and stakeholders to inform the masterplanning approach and delivery of the HGC programme.

## Strategic Requirements

HGC will contain clear placemaking & community infrastructure strategies as outlined within the site-wide priorities, which **must**:

- > **Complement** and **strengthen** the local mixed use and community offer, and ensure each neighbourhood centre is unique. The size, layout and mix of uses must vary depending on context and connections, local landscape, nature of other nearby centres, and the adjacent existing and proposed neighbourhood.
  - > Promote a sense of **local identity** and collective ownership. Residents must be directly engaged in the long-term management and stewardship, fostering a shared sense of ownership and identity.
  - > Incorporate **retail, leisure, community, and higher density residential uses** within the proposed local centres. These must also include mobility hubs and have active travel priority embedded within the public realm.
  - > Include **incubator spaces, remote office hubs, starter units, grown-on spaces, training and education facilities** within the local centres.
  - > Have a healthy balance of **multi-functional spaces** and **natural environments** for opportunities to work and socialise linked to the local centres. These must be well connected, well integrated and prioritise pedestrian movement to promote a sustainable built environment.
- > Include **employment areas**, integrated with the wider economic eco-system and supply chains across Maylands and Hertfordshire.
  - > The extension of **Mayland** must be able to adapt to demand changing over time, and be flexible to accommodate a range of different types of development from production and storage spaces to light industrial, workshop, co-working, high-tech research and high quality offices.
  - > **Engage** effectively with the existing community, stakeholders and councillors.
  - > Include **affordable housing provision**, in line with Council's policies and needs.
  - > Promote **early activation projects** ahead of the delivery of new homes. These could include strategic infrastructure, active travel connections to existing local centres and key community uses and destinations.

The placemaking & community wellbeing requirements outlined within site-wide priorities, **should** be delivered with the following:

- > New communities should have access to a **range of facilities and green open space** for people to be active and socially engaged as part of their daily routine, improving the physical and mental health of its citizens.
- > Existing **heritage assets**, such as farmsteads, should be included into the proposals and used to help emphasise the character, the local history and a place identity. Each farmstead represents an opportunity to create places for new and existing communities to use and form connections around. They should provide space for employment, co-working, community use, outdoor activities, social spaces, children's play and attractive open spaces.
- > The **new employment area** should be attractively designed to create high quality public realm and open spaces to enable healthy and sustainable working and travel environments. It should also provide buildings, facilities, services and spaces that foster innovation, enterprise and skill development opportunities.

## 2.5 Stewardship

The need for a strong stewardship strategy for Hemel Garden Communities has been recognised in the HGC Spatial Vision, which states that the Growth Area will:

‘Enable long-term stewardship of spaces, places and assets by community associations and local societies, and a wider network of interested individuals and groups. Support for this approach can take the form of innovative funding models, community capacity building, effective dialogue and creation of stewardship bodies’.

Stewardship has been a key principle of the international Garden City movement since it was devised in the late 1800s and this has been reinforced through the Town and Country Planning Association’s approach to town planning and more recently the Government’s Garden Communities Programme, which recognises the importance of community ownership of land and long-term stewardship of assets.

Effective stewardship provides a legacy for future generations by maintaining high quality public realm, with local assets provided for through suitable income streams so that they can be maintained in perpetuity. To ensure success, clear governance and principles, a viable funding model and an enduring strategy should be incorporated.

HGC’s commitment to establishing a suitable stewardship strategy is being driven through the Local Plans and a Stewardship and Placemaking SPD, which will follow. The SPD **should** be future proofed in order to be adapted into future planning guidance such as Supplementary Plans (SPs).

The aim goes beyond establishing a strong community partnership to ensure good placemaking, seeking high quality development that is inclusive and provides for all.

This may likely take the form of an overlying ‘umbrella’ Trust organisation, supported by smaller ‘hubs’ to ensure an aligned approach across the HGC Growth Area and other strategic sites within the town. Identifying appropriate investment and a range of community assets that can generate sufficient income, will be key to providing for long term funding and maintenance to support the stewardship approach.

Stewardship **should** be mindful of the potential implementation of Schedule 3 of the Flood and Water Management Act 2010 and the role of the SuDS Approval Body (SAB). Long term stewardship and maintenance of SuDS is critical.





Fig.26 Bordon Enclosure



Fig.27 Newquay Orchard



Fig.28 Newquay Orchard



Fig.29 Newquay Orchard

### 3. Neighbourhood Wide Coding



Nickey Line  
illustration

# 3.1 Introduction

This chapter focuses on the neighbourhood-wide coding for the Growth Area and provides strategic coding applicable to every neighbourhood across the site.

Coding is outlined through the three themes with have been already identified in Chapter 2: "Green and blue infrastructure", "Transport and mobility", and "Placemaking".

These codes have been developed based on their site-wide implications in supporting the overarching sustainable principles and the theme of 'One place' Hemel.

The end of this Chapter includes a section which identifies any neighbourhood specific coding requirement.

## Scale range for coding across HGC

- > The Hemel Garden Communities programme identifies the **Growth Areas** that sit to the North and East of Hemel Hempstead, within the Site Allocations in DBC (Hm01) and SADC H1, SADC H2, SADC H3, SADC H4.
- > The Growth Area has been defined by six '**Neighbourhoods**', each of them identified with a number. These outlines have been identified based on placemaking characteristics and do not consider the phasing of the development.

- > These neighbourhoods outlined have been defined based on the proximity and connections to existing neighbourhoods, transport corridors, crucial north-south and east-west green links and larger green open spaces within the wider Growth Area.
- > The neighbourhood scale responds to the requirement to enable truly connected and integrated communities throughout the wider Programme Area.

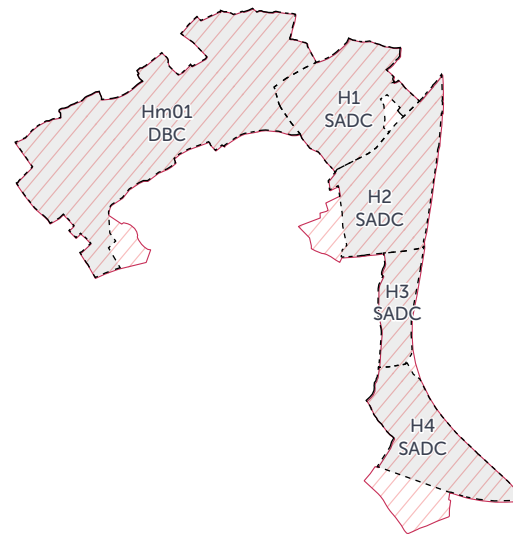


Fig.30 Growth Area including site allocation areas within DBC and SADC

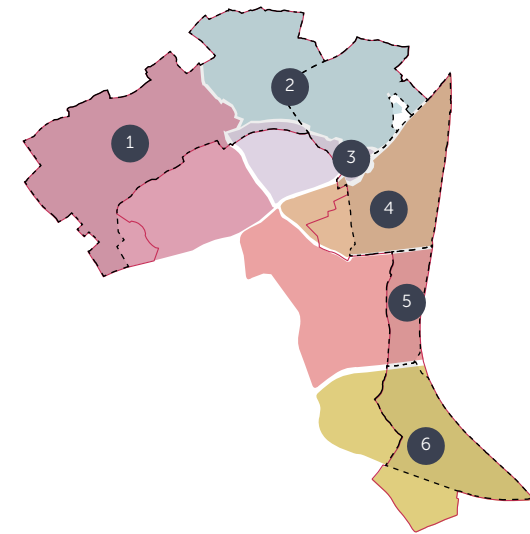


Fig.31 Neighbourhoods - The strategic guidance level

# 3.2 Neighbourhoods

## Coding for HGC

- > The plan to the right shows the six neighbourhoods in relation to the Growth Area, the proposed Sustainable Transport Corridor and the Green Loop. Each of these neighbourhood outlines have been developed based on existing neighbourhoods, which are represented in darker tones of their corresponding neighbourhood colours.
- > The plan also highlights two planning applications within Neighbourhood 1 - Marchmont Farm and Neighbourhood 5 - Maylands Masterplan specifically. A brief description provides an overview and rationale corresponding to each neighbourhood on the next page.

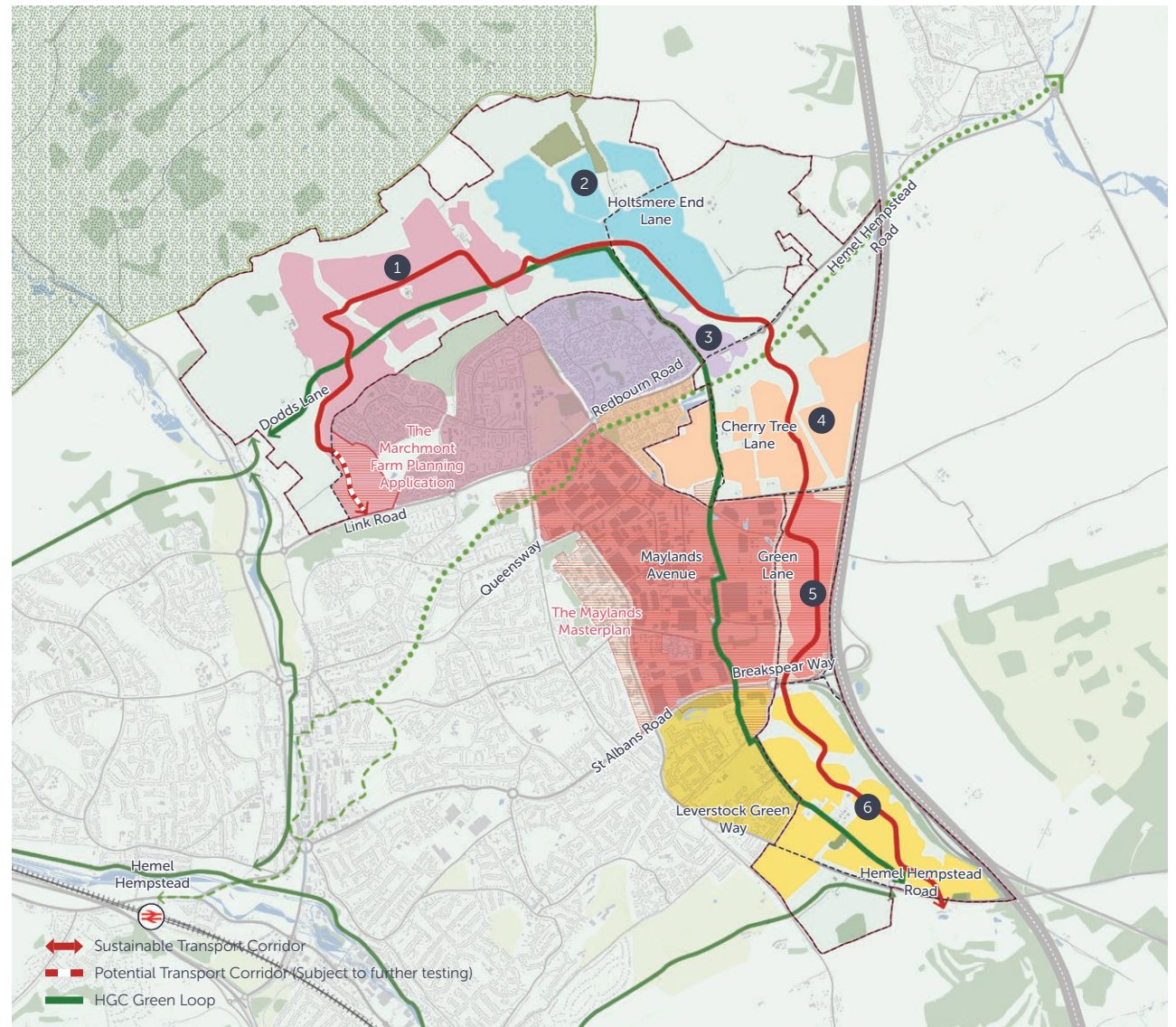


Fig.32 Neighbourhoods

(Scale 1:50,000 @ A4) 0m 1000m

## Neighbourhood 1

The Neighbourhood 1 extent has been defined in context of the existing Grovehill neighbourhood area. To the west the planning application for "The Marchmont Farm" sits outside the Site Allocations Area but within the Wider Growth Area. The existing neighbourhood is framed by large green fields, including open views to Chilterns National Landscape to the north and Gade Valley slopes to the west.

This neighbourhood acts as the western gateway to the site, and the Sustainable Transport Corridor enters from the Link Road, which includes bus and vehicular access. Dodds Lane forms a part of the HGC Green Loop, the main active travel route.

## Neighbourhood 2

Neighbourhood 2 sits entirely within the north-eastern part of the Growth Area, across two Site Allocations in administrative areas of both DBC and SADC along Holtsmere.

End Lane and does not include any existing neighbourhoods, but does include a small cluster of existing homes. The lane connects Woodhall farm neighbourhood to the south west and to Gaddesden Lane to the north east.

Woodland and Ancient Woodland areas are located to the north and east, and provide distinctive views out of the site. Listed buildings are identified next to Holtsmere End Lane.

## Neighbourhood 3

Neighbourhood 3 acts as an extension to Woodhall Farm, however, stronger east-west links are required to 'stitch' new development with the existing place, which can be future-proofed in detailed designs.

In the wider context, the new neighbourhood extension has strong connectivity to the wider context via Redbourn Road, and a positive relationship with Woodhall Farm.

## Neighbourhood 4

Neighbourhood 4 is bounded by Redbourn Road to the north and Punch Bowl Lane to the south. North-south connections are provided by the STC running parallel to Cherry Tree Lane which will form part of the HGC Green Loop.

Neighbourhood 4 includes the allocated Country Park to the east, which will be accessed from Redbourn/Hemel Hempstead Road. This neighbourhood has direct access to the east-west connections that lead towards the existing town centre and access to Redbourn to the east.

Neighbourhood 4 is highly contoured particularly to the north of the Neighbourhood.

## Neighbourhood 5

Neighbourhood 5 is an extension to the existing Maylands employment area and forms part of a wider masterplan and is located in the Herts IQ Enterprise Zone. The area is well connected to the M1 motorway from the south.

The HGC Spatial Vision envisages the East of Maylands site; and states that the Herts IQ area will drive a self-sustaining economy and pioneering green technology, which aligns with "Pillar 3 - A Self Sustaining Economy".

Similarly to Neighbourhood 4, this area is crossed by the Buncefield Safety Zones, which include specific limitations on planning and design.

Two Areas of Archaeological Significance and one Scheduled Monument are located within this neighbourhood.

## Neighbourhood 6

Neighbourhood 6 is framed by Breakspear Way to the north, the M1 to the east, Hemel Hempstead Road to the south and the existing Leverstock Green neighbourhood to the west.

Neighbourhood 6 is the southern gateway to the site, and the Sustainable Transport Corridor enters from the Link Road, which includes bus and vehicular access. Westwick Row forms a part of the HGC Green Loop, the main active travel route.

## 3.3 Theme 1: Green and blue infrastructure















### Overview

The green and blue infrastructure strategy draws from the local context and the existing landscape infrastructure of hedgerows, woodland, trees and water bodies to create a series of linked spaces around which the new neighbourhoods are structured. This aligns to the vision of a 'Green Network' set out in HGC Green Infrastructure Strategy Document:

*A network of green routes, travel and places that support healthy lifestyles, biodiversity, climate resilience, environmental sustainability and the wellbeing of local communities.*

Strategic and local green corridors provide sustainable, pedestrian friendly connections between open spaces such as the Country Park, playgrounds, playing fields and the SANG. This green matrix will create an attractive place to live and visit but will also promote a nature recovery network through habitat creation. The proposals also respect and respond to their context with sensitive views along the Chilterns National Landscape and M1 interfaces with well screened tree planting.

#### Key

	Growth Area		SANG
	Strategic Green Corridor-Green Loop		Green Space
	Sustainable Transport Corridor		Country Park
	Local Green Corridor		Views
	Other Green Connection		NEAP
	Multifunctional Landscape Buffer		Existing woodland
	M1 Noise Attenuation Buffer		Chilterns National Landscape
	Strategic Green Corridor - Nickey Line		Steeper land
	Strategic Green Corridor - St Albans Link		Playing fields
	Neighbourhood/ Local Centre		

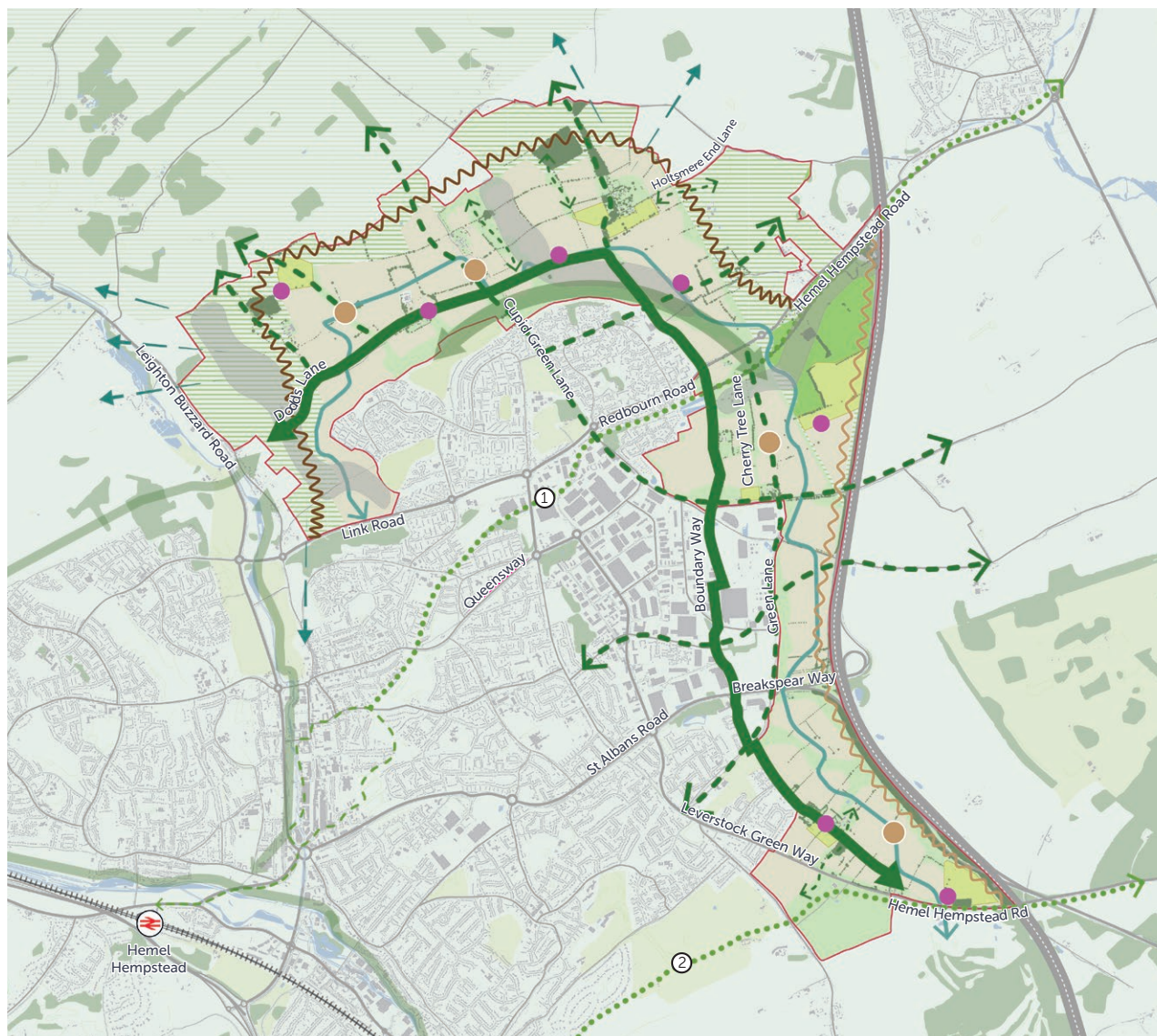


Fig.33 Green and blue infrastructure Site-wide Plan

(Scale 1:50,000 @ A4) 0m  1000m 

## Nature

The following requirements are to be read in conjunction with the Strategic requirements:

### Ecology

- 3.3.1. All developments **must** achieve Biodiversity Net Gain (BNG) uplift of 10% or more, in accordance with LPA and government requirements.
- 3.3.2. Thorough and complete ecological survey information for the entirety of the site and for appropriate adjacent habitats **must** be provided and used to inform an ecological strategy through the application process.
- 3.3.3. Site conditions and analysis of previous land use and soil investigation work **must** inform the habitat creation strategy with an emphasis on restoring existing habitats where practical.

### Trees and Vegetation

- 3.3.4. The design of the site **must** take reasonable steps to ensure the retention of existing site features such as hedgerows, trees, woodland and watercourses. These create sense of place and establishment within the landscape. Existing tree groups and hedgerow lines **must** be retained where possible, especially along active travel corridors.
- 3.3.5. Ancient and broadleaved woodlands and veteran trees within the site **must** be retained. Existing grade A and B trees **must** be retained wherever practical. Where trees are removed, planting should be provided to mitigate loss.
- 3.3.6. Existing hedgerows **must** be retained wherever practical with particular emphasis on ecologically rich or historic hedgerows. Fragmentation of hedgerows **should** be avoided wherever possible. Where hedgerows are removed, planting **should** be provided to mitigate the loss. Historic field boundaries **should** be used for new hedgerow planting where the development parcels would benefit from new defensible boundaries e.g. towards Chilterns National Landscape.
- 3.3.7. The proposals **should** acknowledge the important contribution which existing trees make to ecology and placemaking. A tree retention strategy **should** be informed by arboricultural survey information.
- 3.3.8. Proposals **must** support a nature recovery network through a diverse range of well connected green and blue infrastructure and mitigation strategies to provide climate change resilience.
- 3.3.9. Allowance **must** be made for tree planting along streets where possible.
- 3.3.10. Proposals **must** consider connecting existing woodland/hedgerows/tree groups together through landscape corridors to maximise ecological gain.
- 3.3.11. A detailed understanding of previous land use and soil investigation work **should** be undertaken to identify whether proposed habitats are achievable and ensure that habitat creation is targeted to the ground conditions and soil composition.

### Watercourses

- 3.3.12. Existing watercourses **must** be retained and enhanced to improve ecology and reduce flood risk, where possible. Any diversions **must** be well justified, enhanced and natural.
- 3.3.13. New developments around the areas at flood risk (such as the various surface water flow paths) **must** adapt relevant design strategies to avoid flood risks or mitigate flood risk where unavoidable.
- 3.3.14. Strategies to address invasive weed species in existing watercourses **should** be proposed.

## 3.4 Theme 1: Green and blue infrastructure

### Green infrastructure

Strategic Green Corridors (Nickey Line Green Spine, Hemel (HGC) Green Loop, St Albans Green Link)

- 3.3.15. The Green Loop **must** be set within a soft landscaped space to reflect its significance and respect its importance as a nature corridor.
- 3.3.16. A minimum width of 10m of soft landscape **must** be provided with the corridors expanding to 40-50m where possible to reflect their importance. Two variations have been shown adjacent, Scenario 1 through a residential neighbourhood and Scenario 2 through a larger open space where the green loop intersects green corridors.
- 3.3.17. The design of the Green Loop **must** consider ecological habitat creation, SuDS and play along its route.
- 3.3.18. Existing natural features such as existing pockets of woodland and hedgerows **must** be retained where possible and should inform the spatial layout of the corridors.
- 3.3.19. The Loop **should** be well overlooked and framed by housing so that residents benefit from a leafy green outlook.

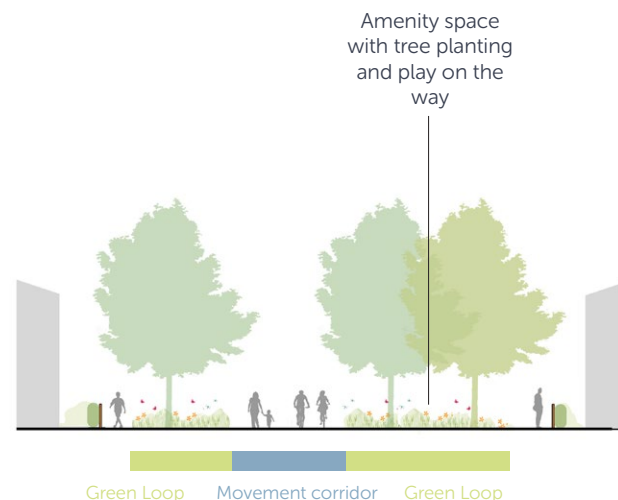


Fig.34 Section - Green Loop Scenario 1

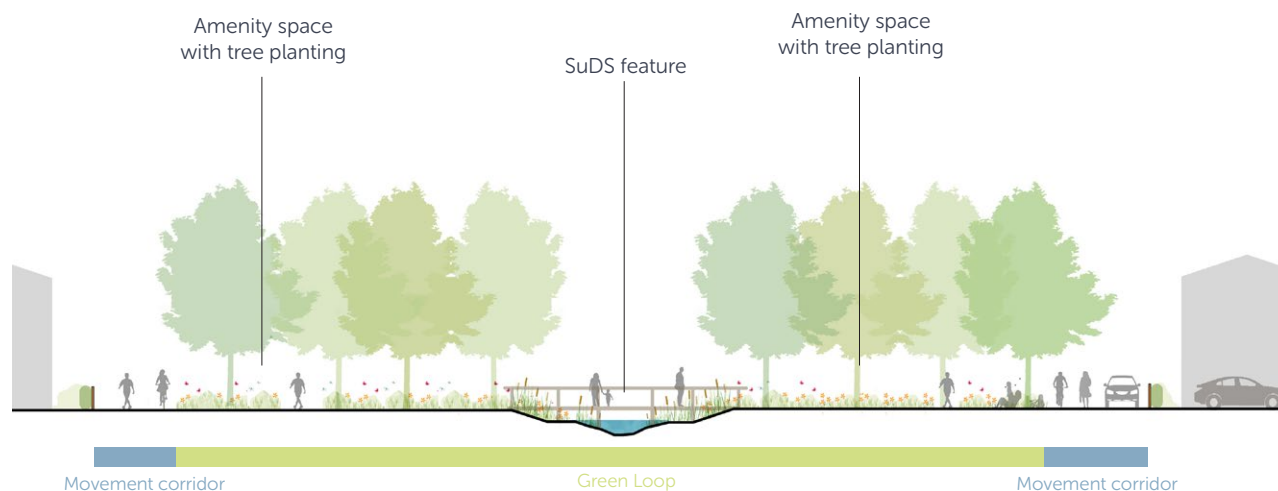


Fig.35 Section - Green Loop Scenario 2



## Local Green Corridor

- 3.3.20. A green corridor **should** provide a minimum width of 30m of soft landscape.
- 3.3.21. The design of the secondary corridor **must** consider ecological habitat creation, SUDs and play along the routes.
- 3.3.22. Existing natural features such as existing pockets of woodland and hedgerows **must** be retained where possible.
- 3.3.23. A footpath through the green corridor **must** be created, providing a pedestrian and cycle connection, with regular connecting footpaths that connect to perpendicular, adjacent streets for connections into respective neighbourhood clusters.

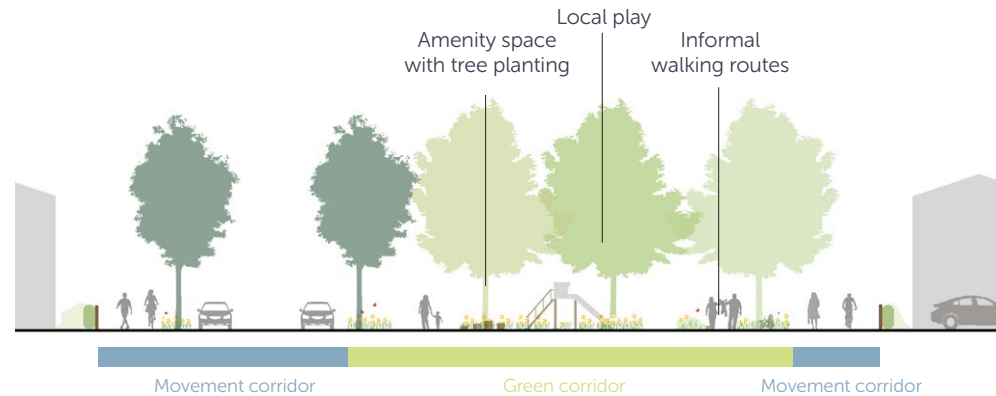


Fig.36 Section - Green Corridor

## Other Green Connections

- 3.3.24. Smaller green connections **must** be provided, linking open spaces with wildlife corridors.
- 3.3.25. Green connections **should** provide a minimum width of 20m of soft landscape
- 3.3.26. The design of green connections **must** consider ecological habitat creation, SUDs and play along the routes.
- 3.3.27. Existing natural features such as existing pockets of woodland and hedgerows **must** be retained where possible.
- 3.3.28. A footpath through green connections **must** be created, providing a pedestrian and cycle connection.
- 3.3.29. Where a proposed green corridor would link Rights of Way with higher rights than footpath/s, consideration **should** be given to providing for equestrian use.

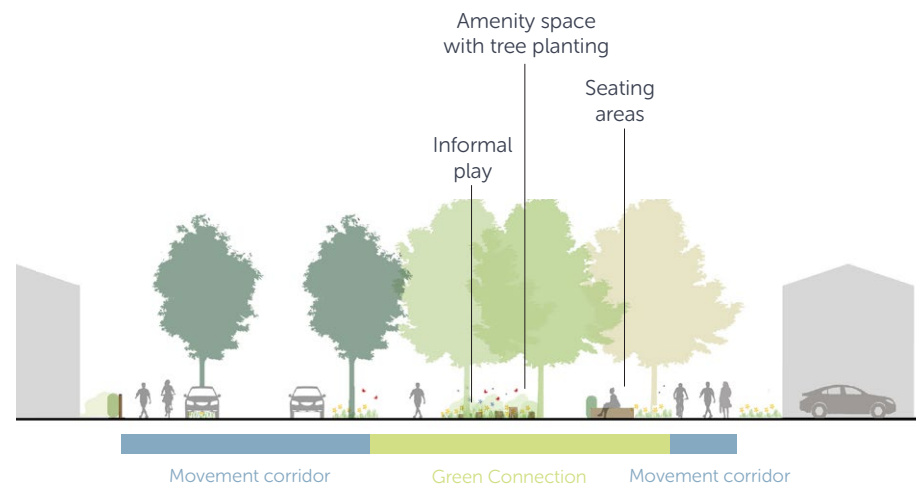


Fig.37 Section - Other Green Connections

## 3.4 Theme 1: Green and blue infrastructure

### Green infrastructure

#### Green Spaces

Refer to HGC Green Infrastructure Strategy Document for further guidance on green spaces.

- 3.3.35. All areas of the public realm **must** be designed to be as inclusive and accessible for as many people as possible.
- 3.3.36. A network of connected green spaces including, town/local parks, neighbourhood parks, pocket parks and local nature reserves **must** be created throughout each neighbourhood. For further detail on green spaces refer HGC Green Infrastructure Strategy.
- 3.3.37. Nature recovery **must** be supported through a matrix of varied and biodiverse green infrastructure including tree lined streets, a generous Green Loop and a network of green links which promote pedestrian and cycle movement and provide access to the SANG.
- 3.3.38. Village greens/squares **should** be located along the green corridor network where possible.
- 3.3.39. Key public spaces **must** have the highest specifications of hardscaping materials for designated tracks, feature lighting and furniture at regular intervals should be designed. This will enable people to easily access and experience the range of facilities that promote healthy lifestyles.
- 3.3.40. A network of tertiary green corridors creating a landscape lattice **should** be introduced throughout each neighbourhood.
- 3.3.41. Village greens and squares **should** sit within each neighbourhood's green framework, and **should** provide flexible public spaces for community events and gatherings that can contribute towards a multifunctional network.
- 3.3.42. Leisure and fitness trails **must** be introduced to bring active connections between the neighbourhoods which facilitate movement for pedestrians and cyclists. A range of routes will be provided with a variety of total lengths.

#### Suitable Alternative Green Space (SANG)

- 3.3.43. The SANG encourages public access and it is expected to deflect additional pressure on the SAC generated by the new development.
- 3.3.44. Where available connections between residential areas and SANG exist in the form of Public Rights of Way these **should** be improved and/or upgraded to extend their recreational facility and enable residents to visit by active travel means. Any improvements must accord with current guidance from HCC and wider good practice.
- 3.3.45. For all sites larger than 4ha there **must** be adequate parking for visitors, unless the site is intended for local use, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space **should** be determined by the anticipated use of the site and reflect the visitor catchment of both the SANG and the Special Areas of Conservation (SACs).
- 3.3.46. Car parks **must** be easily and safely accessible by car and should be clearly sign posted. The SANG **must** have a safe and attractive route of access on foot from the nearest car park and/or Rights of Way.
- 3.3.47. All SANG with car parks **must** have a circular walk which starts and finishes at the car park
- 3.3.48. A route **must** complete a circular walk of 2.3-2.5km around the SANG where possible.
- 3.3.49. The accessibility of the site **must** be appropriate for the visitor use that the SANG is intended to cater for.
- 3.3.50. SANG **must** be designed so that they are perceived to be safe by users. Tree and scrub cover should be set back from walking routes.
- 3.3.51. Paths **must** be easily used and well maintained but most **should** remain unsurfaced to avoid the site becoming too urban in feel.
- 3.3.52. SANG **must** be perceived as semi-natural spaces with little intrusion of artificial structures, except in the immediate vicinity of car parks. Visually sensitive way-markers and some benches are acceptable.
- 3.3.53. All SANGs **must** aim to provide a diverse range of habitat typologies.
- 3.3.54. Access within the SANG **must** be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.
- 3.3.55. SANG **must** be free from unpleasant intrusions (e.g. sewage treatment works smells etc.).
- 3.3.56. Routes to and through SANG **should** be well connected to green corridors.

- 3.3.57. SANG **should** be designed to enable dog owners to be able to take dogs from the car park to the SANG safely off the lead.
- 3.3.58. Where possible, sites selected for SANG **should** have a gently undulating topography.
- 3.3.59. It is desirable for access points to have signage outlining the layout of the SANG and the routes available to visitors.
- 3.3.60. It is desirable that SANG provide a naturalistic space with areas of open (non-wooded) countryside and areas of dense and scattered trees and shrubs. The provision of open water is encouraged and desirable on sites. However large areas of open water cannot count towards capacity.
- 3.3.61. Where possible it is desirable to have a focal point such as a viewpoint, monument etc. within the SANG.

#### Productive Landscapes

- 3.3.62. Productive landscapes **should** generally be provided on the south facing slopes.
- 3.3.63. Productive landscapes **may** include orchards, beehives, self-growing and community growing spaces. Allotment plots may also provide opportunities for residents to grow their own produce and engender community spirit.
- 3.3.64. Schools **should** consider food growing spaces and opportunities.
- 3.3.65. For further detail on productive landscapes refer to the HGC Green Infrastructure Strategy and the HGC Health and Wellbeing Strategy.



Fig.38 Play and SANG - Photographs of Bordon Enclosure



Fig.39 Play and SANG - Photographs of Bordon Enclosure



Fig.40 Productive Landscapes -Photographs of Newquay Orchard



Fig.41 Productive Landscapes - Photographs of Newquay Orchard

## 3.4 Theme 1: Green and blue infrastructure

### Local Centres

3.3.66. Key public spaces **must** have the highest specifications of hardscaping materials for designated tracks, feature lighting and furniture at regular intervals should be designed. This will enable people to easily access and experience the range of facilities that promote healthy lifestyles.

### Wayfinding

3.3.67. A full suite of wayfinding and signage **must** be developed that provides an inclusive and consistent experience of the public realm.

3.3.68. The wayfinding **must** be integrated into the character of the neighbourhoods and explain key landscape, heritage and natural features.

3.3.69. The wayfinding strategy **must** be supported by a landscape which creates intuitive wayfinding through a network of legible spaces.

3.3.70. The wayfinding scheme **should** be uniform across the whole site, and it should be coordinated by the Local Authority.

### Blue infrastructure

#### SuDS

3.3.71. The SuDS strategy **must** be fully integrated into the natural water cycle.

3.3.72. Natural watercourses **must** be respected and utilised within the SuDS strategy.

3.3.73. The water cycle **must** be celebrated with a range of new water courses and features that use rainwater to benefit nature and residents alike.

3.3.74. Surface water **must** be accommodated in above ground (below-ground SuDS are not considered appropriate for a large greenfield site). If below ground SuDS are included, these **must** be justified by the applicant.

3.3.75. A SuDS network **should** be introduced to support and promote green and blue network features through local approach to sustainable water management systems.

3.3.76. Surface water **should** be accommodated in a series of attenuation basins, rain-gardens, swales and ditches positioned to suit gradients.

## Play and Sports Provision

The following **must** be delivered in accordance with the Strategic requirements:

- 3.3.77. A diverse range of play spaces and recreation opportunities **must** be designed to respond to location and neighbourhood character.
- 3.3.78. Play space design **must** be fully integrated within the landscape so that its character enhances the sense of place. This means each character area should be reflected in its play space.
- 3.3.79. The use of high quality natural materials such as timber and stone and incorporating the landscape setting will help to bring nature into the play.
- 3.3.80. Play spaces (LAPs, LEAPS, NEAPS) **must** be located, sized and equipped in accordance with Fields in Trust guidelines for formal outdoor space and local council guidance.
- 3.3.81. A LAP is a Local Area for Play (and informal recreation) as defined by Fields in Trust. The recommended guideline for walking distance from dwelling is 100m and **must** be measured from a home's front door to the LAP.
- 3.3.82. A LEAP is a Local Equipped Area for Play (and informal recreation) as defined by Fields in Trust. The recommended guideline for walking distance from dwelling is 400m and **must** be measured from a home's front door to the LEAP.
- 3.3.83. A NEAP is a Neighbourhood Equipped Area for Play (and informal recreation, and provision for children and young people) as defined by Fields in Trust. The recommended guideline for walking distance from dwelling is 1,000m and **must** be measured from a home's front door to the NEAP.

The following **should** be delivered in accordance with the Strategic requirements:

- 3.3.84. As part of the strategic network management, larger play spaces **should** be located within significant green spaces or playing fields.
- 3.3.85. Play spaces **should** be well connected and situated along green routes to ensure that they are easily accessible by foot or by bike.
- 3.3.86. The proposals **should** offer sports provision and significant opportunities for children and all other age groups as well, to play, interact with nature and learn about the environment. The approach to play **should** be innovative so that it creates an exciting and educational experience that interplay with the landscape through a variety of trails, incidental, equipped and natural play areas, while being accessible to all.
- 3.3.87. For further detail on play and sports provisions refer to HGC Green Infrastructure Strategy.

# 3.4 Theme 2: Transport and mobility

## Overview

This section identifies how to translate the site wide priorities to the neighbourhood scale, looking at implementing the targets and wider strategies defined in Chapter 2.

The Sustainable Transport Corridor (STC) and Green Loop (GL) are the principal structuring elements of the over-arching framework for movement. The GL is an active travel-only route, while the STC combines roles as the main route for buses and as the means of access for general vehicles, as well as being attractive for walking and cycling.

Access by private vehicles to all homes and other destinations, including parking hubs, is facilitated. However, the network is managed to prevent through movement across the Growth Area, thereby promoting active travel, both by making short journeys on foot and by cycle comparatively more convenient and by ensuring any given street has low traffic flows and speeds. The Nickey Line is also proposed to be extended to Hemel Hempstead town centre, creating another strong active travel link.

### Key

- |   |   |
|---|---|
|  Growth Area   |  Chilterns National Landscape                |
|  Sustainable Transport Corridor                            |  HERT route                                  |
|  Potential Transport Corridor (Subject to further testing) |  Potential route extension to the HERT Route |
|  Existing Bus Route  |  Gateways                                    |
|  Proposed bus Route including 400m catchment               |  Mobility Hub                                |
|  HGC Green Loop  |  Potential Access for general traffic        |
|  The Nickey Line   |  Potential Active Travel Access              |
|  Proposed Extension to the Nickey Line                     |  Green Neighbourhood Connection              |
|  Railway Line  |  Brown Neighbourhood Connection              |
|  Railway Station   |   |

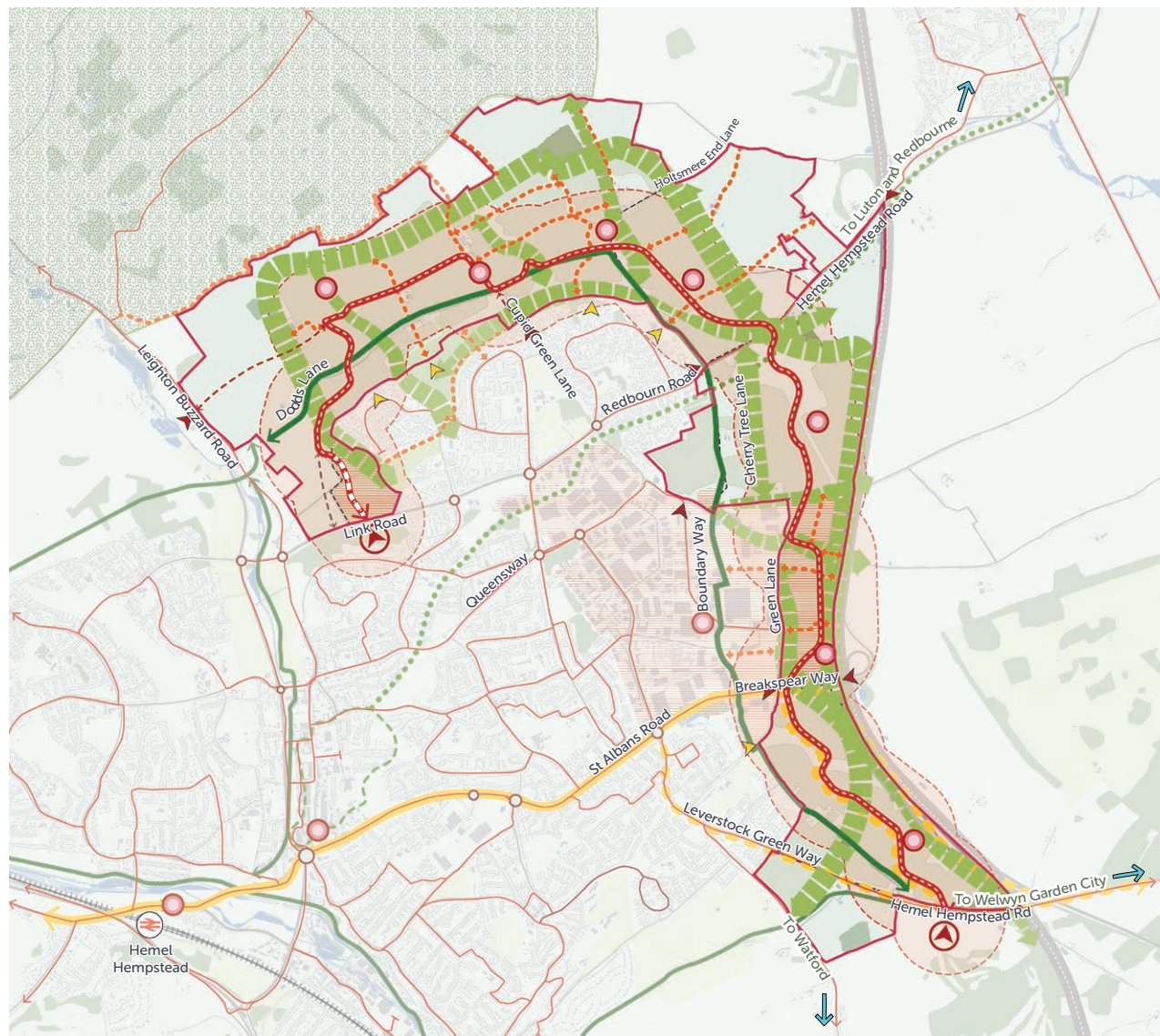


Fig.42 Transport and Mobility Site-wide Plan

(Scale 1:50,000 @ A4) 0m  1000m

## Public Transport & Mobility hubs

### Bus routes - Sustainable Transport Corridor

- 3.4.1. The proposed STC **must** include the primary public transport route (but not necessarily only public transport route), connecting all the emerging neighbourhoods to key destinations while prioritising buses, cycling and walking. Bus 'Gates' between neighbourhoods **must** allow these modes to travel the whole length, but not through movement of general traffic. The character of the STC **should** vary depending on the immediate surroundings. Landscaped treatments and highest standards **must** be ensured along the whole corridor.
- 3.4.2. In order to make bus services as direct, efficient and speedy as possible, bus routes **should** follow the Sustainable Transport Corridor (STC) and minimise any deviations within residential areas. The details of future public transport routes **must** be determined through further studies and consultations.
- 3.4.3. Bus stops **should** be located to minimise the number of homes that are more than 400m from their nearest stop. No home (of certain types) **should** be further than 400m from a bus stop. There **must** be bus stops in all local centres and at type 1 and 2 Mobility Hubs (see "Fig.44 Mobility Hub facilities").
- 3.4.4. Walking routes to all new and existing bus stops, from both new and existing homes **must** be direct and welcoming during day and evening throughout the year.

### Mobility Hubs

- 3.4.5. Mobility Hubs **must** be provided to support active and sustainable travel that can attain a 60% modal share across the Growth Area, and can contribute to a modal shift of 40% for the existing town and wider connections; making it easy to switch to active travel and public transport and to use micro-mobility modes (e-scooters and e-cycles) to access public transport.
- 3.4.6. Mobility hubs **should** be expected to meet the ComoUK guidance of "at least" a Silver or Gold accreditation.

## General traffic routes

- 3.4.7. The layout and management of highway infrastructure **must** enable access to all properties while promoting a modal shift within the Growth Area and the existing context.
- 3.4.8. Vehicular access points for the Growth Area **must** be limited and strategically located.
- 3.4.9. Vehicular crossings over the Green Loop or any active travel priority routes **must** be discouraged and proposed only where unavoidable, and designed to slow vehicles and to give clear priority to those walking and wheeling.
- 3.4.10. General traffic routes **must** be limited to the STC and local access streets.

### Parking

- 3.4.11. The Area Types within the Placemaking section provide guidance on location and type of parking for each Area Type. The exact parking requirements and numbers **must** be determined based on future developments.
- 3.4.12. Mobility Hubs: **should** be co-located with Parking Hubs. All visitors parking **should** be provided within Parking Hubs.
- 3.4.13. On plot parking: Residential car parking **must** only be provided on plot for certain Area Types (see Area types, character & key frontages" on page 55). All residential parking not provided on plot **should** be located within a dedicated Parking Hub. Grouping residential parking in hubs achieves greater space efficiency, enhances public realm quality, and gives a competitive advantage to non-car modes, especially for shorter journeys. Parking Hubs **must** be located within 400m from homes without on plot-parking.

## 3.4 Theme 2: Transport and mobility

- 3.4.14. On street parking: **should** be minimised wherever possible and **must** only be provided to serve shops and facilities, and limited for residential uses where strictly necessary.
- 3.4.15. All off-plot residential parking within hubs **should** be leased to enable efficient parking management and allow for future change, as may be needed with changing needs.

### Active Travel Routes

- 3.4.16. High quality infrastructure provision for active travel is vital to help achieve ambitious modal shift targets set out in the HGC Transport Vision & Strategy. It **must** support the creation of 'walkable neighbourhoods' with communities designed so that local centres, schools and a range of other everyday destinations and facilities are within a short and convenient walk or cycle ride from home. Key destinations **should** be identified along with strategic connectivity linking the Growth Area to the existing Hemel Hempstead neighbourhoods.
- 3.4.17. A network of attractive active travel routes **must** be introduced to enable and encourage walking and cycling within and between neighbourhoods, with necessary land purchases where required. This Active Travel Network **must** comprise different typologies of routes, as described over the next pages.
- 3.4.18. Where active travel routes, including the Green Loop, are concurrent with PRoW that are available for equestrian use, then the active travel path must be at least 6m wide. Where a cycling/walking link might extend equestrian use by connecting existing available routes, the link should be designed for horse riders.

### Green Loop

- 3.4.19. The Green Loop is a key structuring feature running through all neighbourhoods within the Growth Area. The exact alignment **must** be based on further studies, detailed design and engagement.
- 3.4.20. Its character throughout **must** be aligned to its intended role as the primary walking and cycling route within the Growth Area as adequately wide, well lit, hard and smooth surfaced, overlooked, and with frequent access points – suitable for both leisure and 24/7/365 everyday use.
- 3.4.21. The Green Loop **must** comprise distinct but adjacent walking and cycling paths. The walking path **must** be a minimum of 3m wide, and the bi-directional cycling path 4m wide.

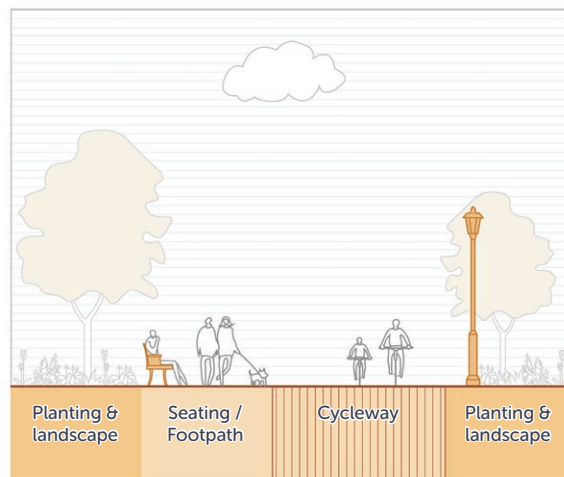


Fig.43 Green Loop illustrative section (movement corridor). For the wider landscape component within the Green Loop refer to "Fig.35 Section - Green Loop Scenario 1" on page 40

### Sustainable Transport Corridor

- 3.4.22. The Sustainable Transport Corridor (STC) is another crucial structuring feature of the Growth Area, running (like the Green Loop) through all neighbourhoods. Its core purpose is to enable efficient bus services to run through the site and to provide an additional high-quality active travel route. The STC **must** be designed to meet the requirements of efficient bus movement and **must** be managed so that low traffic flow and low traffic speed – 'Cycle Street' – conditions are created. This means that the single carriageway **must** be a minimum of 6.2m (and maximum of 6.5m) wide, and there **must** be no parking or loading at kerbside (except where this can be provided clear of the carriageway), and that daily traffic volumes **must** never exceed 2,000 vehicles/day on any part of the STC.

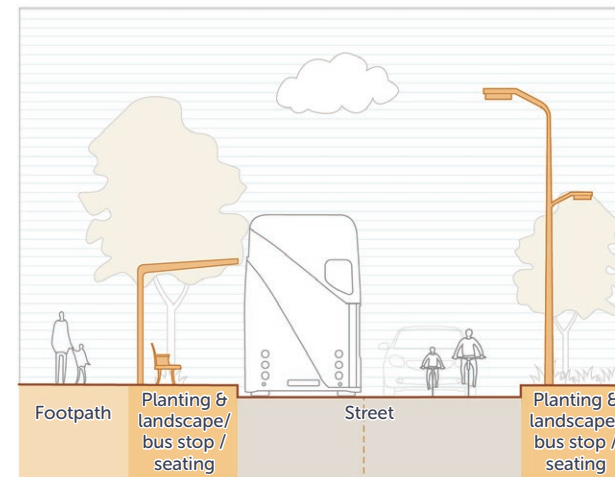


Fig.44 Sustainable Transport Corridor illustrative section



## Neighbourhood Active Travel Connections

3.4.23. Active travel links at the neighbourhood level are shared-use paths for walking, wheeling, and cycling to which no motor vehicles (other than e-assisted cycles and scooters) **must** be admitted. They complement the GL and STC, and together with them, form a comprehensive neighbourhood-wide network of active travel links that connect all development parcels, join existing communities with the new communities and create walking and cycling loops within neighbourhoods. All neighbourhood active travel connections **must** be 4m-wide paths; of which there may be two variants.

3.4.24. Variant 1 active travel connections are 'Green' connections that run largely through natural green corridors, and where the design **must** respond to the sensitive environment and habitats. A range of surface types **may** be acceptable, and they do not need to be well lit throughout. These routes are therefore suitable for leisure use, but not necessarily suitable for everyday 24/7/365 use. See "Fig.47 Green neighbourhood connection - illustrative section".

3.4.25. Variant 2 active travel connections are 'Brown' connections that run largely through/between built-up areas. These are suitable for 24/7/365 everyday and leisure use and **must** be hard and smooth surfaced, well lit, overlooked and with frequent access points. See "Fig.48 Brown neighbourhood connection - illustrative section".

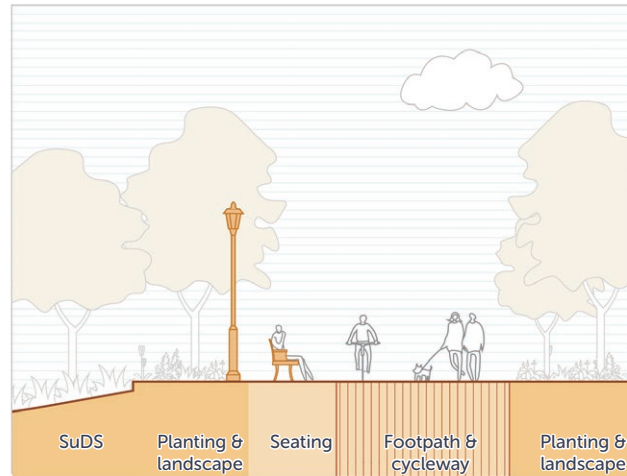


Fig.45 Green neighbourhood connection - illustrative section

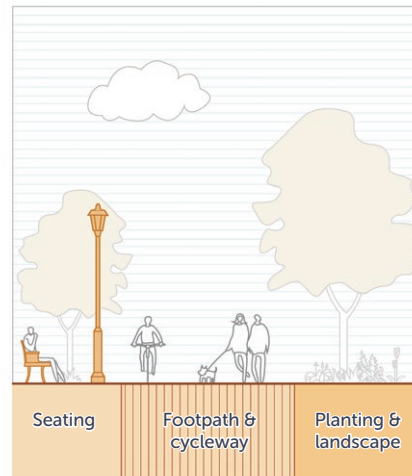


Fig.46 Brown neighbourhood connection - illustrative section

## How to identify the neighbourhood active travel connections

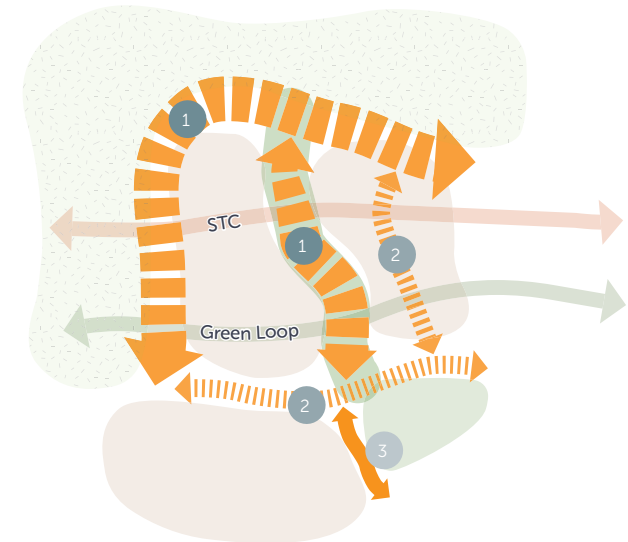


Fig.47 Neighbourhood active travel connections

- 1 Variant 1 - Green neighbourhood connections: run through green corridors and sensitive areas
- 2 Variant 2 - Brown neighbourhood connections: run through built-up areas and between narrower open spaces
- 3 Existing active travel connections: variant 1 and variant 2 to link to existing active travel connections

## 3.4 Theme 2: Transport and mobility

3.4.26. Smaller parcels **must** be identified within a masterplan or layout to propose limited vehicular access (ideally one vehicular access per group) as part of further studies and consultation. Each smaller parcel or group could be designed around a maximum 400m distance between a central Parking Hub and surrounding homes. This allows for active travel routes to be encouraged as a commuter's first choice, especially for smaller/shorter local journeys.

### Local Active Travel Connections

3.4.27. These connections are shared-use walking, wheeling, and cycling paths that connect adjacent development parcels. They **must** be 3m wide, hard, and smooth surfaced, well lit, and overlooked. See "Fig.50 Local connection (active travel) illustrative section".

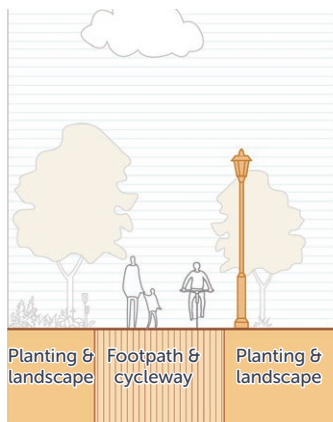


Fig.48 Local connection (active travel) illustrative section

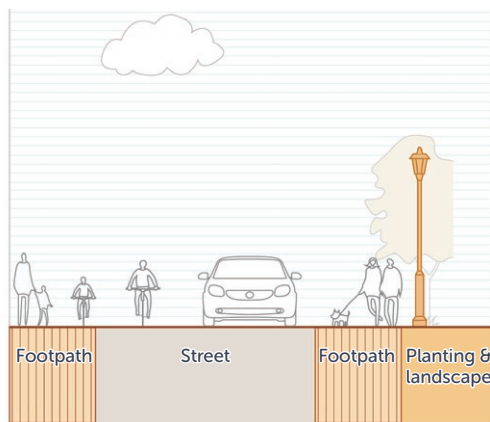


Fig.49 Local connection (vehicular) illustrative section

3.4.28. Each parcel **must** be connected to each of its neighbouring parcels by at least one Local Active Travel Connection, so that walking, wheeling and cycling between adjacent parcels is far more direct and convenient than going by car.

3.4.29. Where local active travel connections include vehicular movement, street width **should** be kept as narrow as possible, with a width ranging between 4.5m and 5.5m.

### Cycle parking

3.4.30. Cycle parking **must** be provided in accordance with Guidance found in Chapter 11 of Local Transport Note 1/20 (Cycle Infrastructure Design).

### Junctions design

3.4.31. Junctions **should** be laid out to prioritise walking, wheeling and cycling across minor arms, with the path across side streets raised. Corner radii **should** be as small as possible so that vehicle turning speed is minimised. It **should** be assumed that occasional large vehicles will turn left by using the oncoming lane.

### How to identify general traffic routes and active travel routes within plots

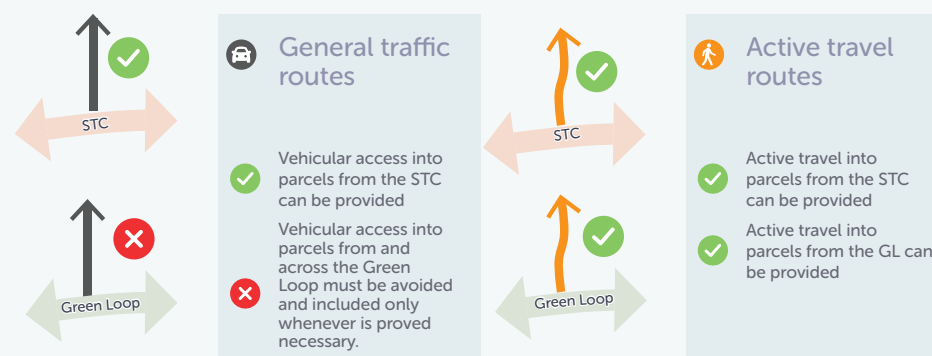


Fig.50 Diagrams illustrating where alignment between general and active travel routes are permitted

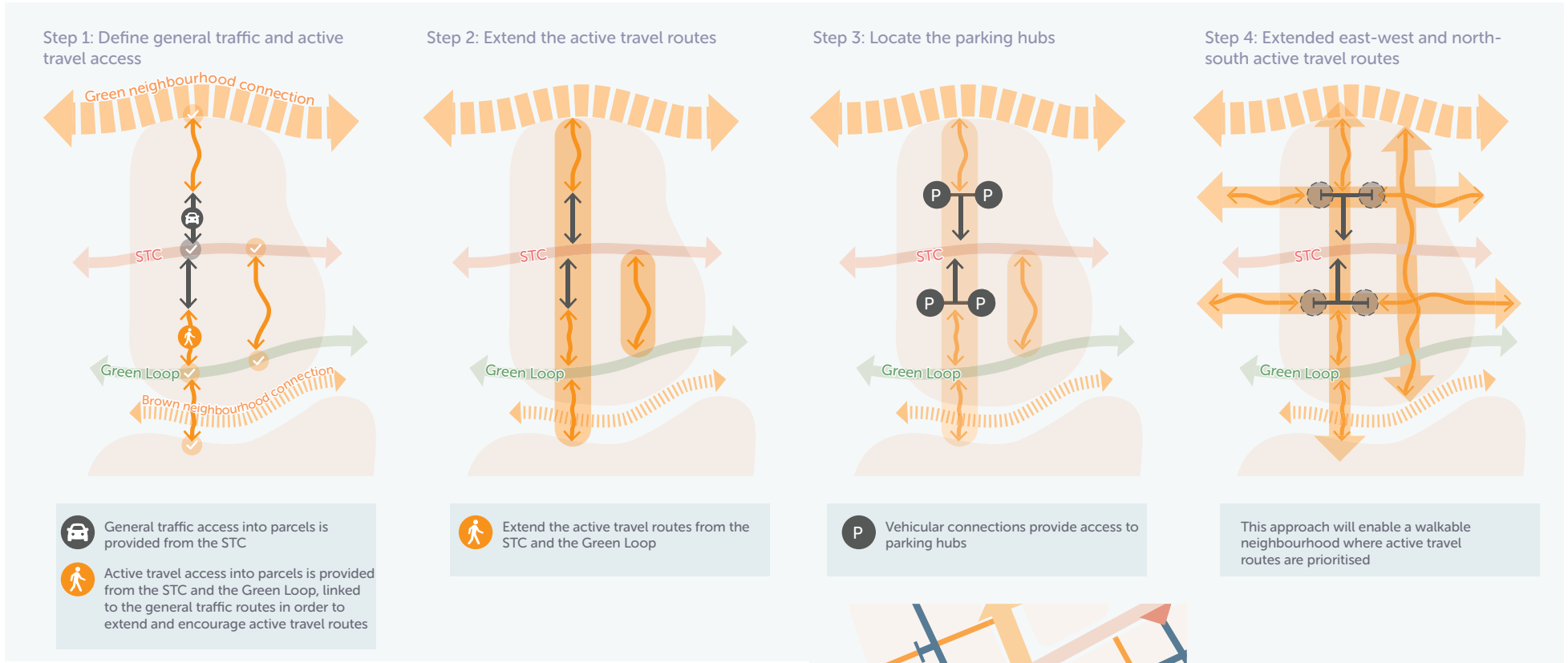


Fig.51 Diagrams illustrating the steps to help achieve a walkable neighbourhood



Fig.52 Illustrative plan showing how the general traffic routes, and active travel links can work together to create a walkable, connected network of streets and paths

# 3.5 Theme 3: Placemaking

## Overview

This theme focuses on achieving the overarching concept of 'One Place' Hemel supported by the 'Power of ten' to deliver strong placemaking qualities within the Growth Area, which can also enhance qualities to the wider place for existing residents and visitors alike.

Placemaking focuses on the social infrastructure, including schools, local centres and other facilities, heritage and identity of the new neighbourhoods. This also includes the important contribution that landscape, topography and water sensitive design plays in shaping successful and distinctive places.

Area Types are introduced to help define qualities that contribute to varying character across the site, based on neighbourhood context and functional requirements for new development, such as relationships to open space, sensitive edges and proximity to services and public transport.

### Key

- |  |   |
|--|---|
|  Site Boundary   |  Existing local centres       |
|  Sustainable Transport Corridor                           |  Proposed primary schools    |
|  Indicative route for STC<br>(Subject to further testing) |  Proposed secondary schools  |
|  HGC Green Loop   |  Existing primary schools    |
|  The Nickey Line  |  Existing secondary schools  |
|  Proposed Extension to the Nickey Line                    |  Farmsteads / Retained land  |
|  Railway Line   |  Listed / Heritage buildings |
|  Railway Station  |  Conservation areas          |
|  Chilterns National Landscape                             |  Employment area             |
|  Proposed local centres                                   |  Planning Applications       |

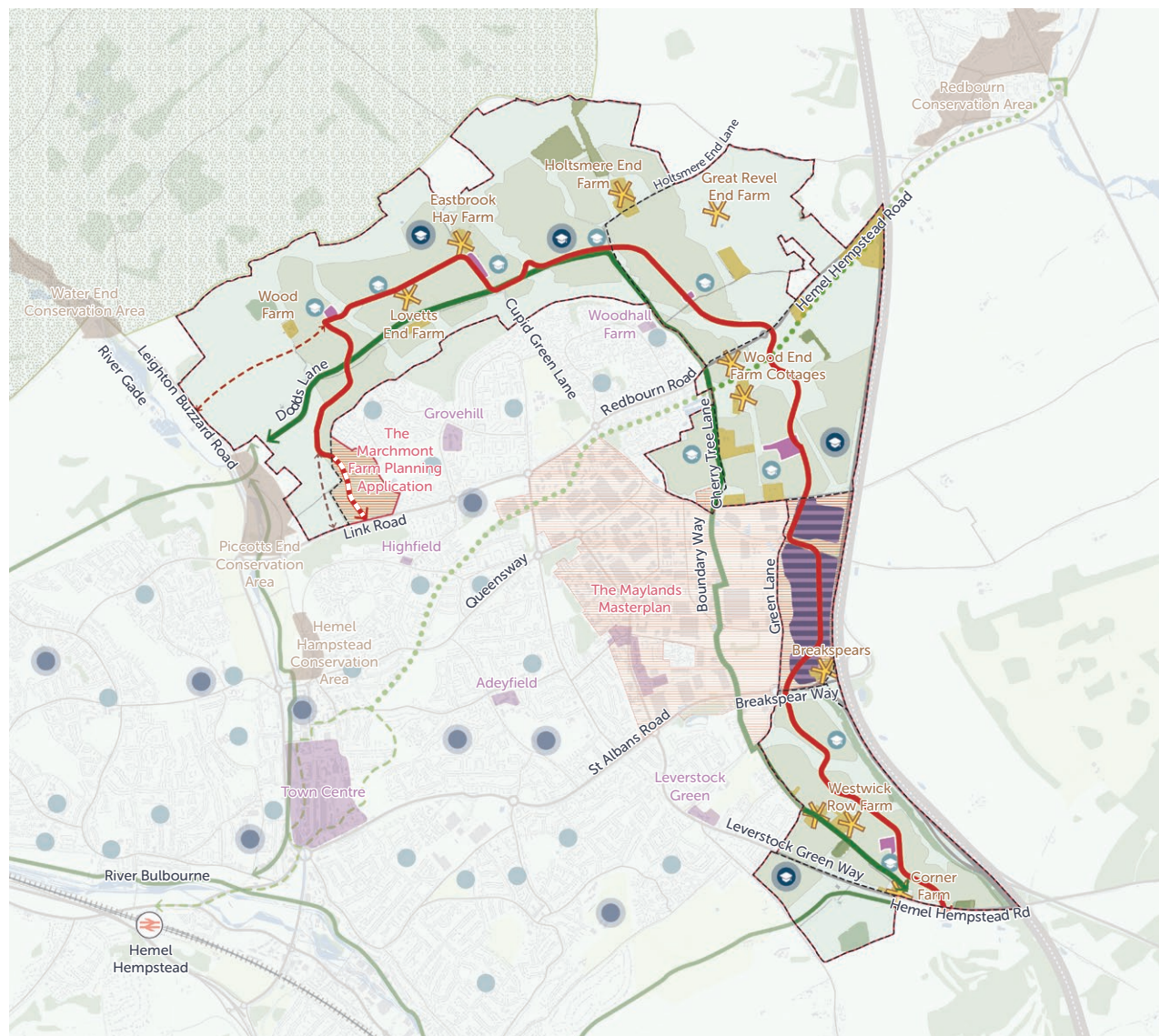


Fig.53 Placemaking Site-wide Plan

(Scale 1:50,000 @ A4) 0m  1000m

## Local Centres and other facilities

### Local centres - Provision and location

- 3.5.1. The number and location of proposed local centres **must** be identified at a strategic level in order to promote a compact and mixed use neighbourhood; locations and uses within local centres **should** not compete with the existing local centres.
- 3.5.2. Heritage setting assets in the form of listed buildings, conservation areas, farmsteads along with tree preservation orders (TPOs) and hedges **must** be taken into consideration when analysing the surroundings and developing regulatory parameters and proposals and in developing detailed proposals. These assets can contribute to a rooted sense of place for the new neighbourhoods.
- 3.5.3. Local centre designs **must** be based on further analysis within each neighbourhood, as part of detailed master planning and engagement. Applicants **must** illustrate the process which led to the local centre proposed layout within the context of each neighbourhood based on placemaking principles with no further review of the number of local centres.
- 3.5.4. Where possible, local centres **must** be located along the Sustainable Transport Corridor and with direct pedestrian/cycle links to the Green Loop in order to maximise accessibility, encourage active travel across the site and promote healthy lifestyles along greener routes.

- 3.5.5. Local centre(s) **should** be located in close proximity to other non residential uses, including primary schools and accessible open spaces, through use of direct, child-friendly routes (ie safe, direct and enjoyable walking routes with no or limited vehicle crossover points).



Fig.54 Accessibility to proposed and existing Local centres on foot

### Local centres - Future-proofing

- 3.5.6. Applicants **must** future-proof and consider early on, during the design process how buildings and ground floor uses within the local centres may be adapted for different uses if current conditions change.
- 3.5.7. Local centres **must** include an open green space in the form of a Village Green, and include a range of play areas for all.
- 3.5.8. Proposed local centres **should** complement and not compete with uses of existing surrounding local centres.

## 3.5 Theme 3: Placemaking

### Schools - Provision and location<sup>1</sup>

- 3.5.9. Where possible, primary and secondary schools **must** be strategically located along the Sustainable Transport Corridor and linked to the Green Loop, and at least next to one of the main active travel routes.
- 3.5.10. The provision of schools **must** relate to local centre locations and **must** be within a short walking distance from a local centre.
- 3.5.11. Applicants **must** also consider topography, and locate schools and related pitches within flatter parts of the neighbourhood.
- 3.5.12. Schools located next to a local centre **must** be designed and planned with a holistic approach, taking into consideration the relationship between the two uses at different times of the day and week.
- 3.5.13. Streets on desire lines connecting to key destinations such as schools, for example along the Strategic Transport Corridor or the Village Green, **must** be designed as child-friendly routes to provide safe walking/cycling routes for children.
- 3.5.14. All streets on which school entrances are located **must** be designed so that can be closed off so that they will be school streets (when a road outside a school has a temporary restriction on motorised traffic at school drop-off and pick-up times).

1 For more information on schools provision within new developments refer to <https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/planning/hcc-service-provision-and-place-making-guide-final-feb-24.pdf>

### Other neighbourhood facilities and further requirements

- 3.5.15. The opportunity to introduce additional non-residential uses **must** be tested and explored through further engagement, detailed studies and analysis of the site requirement. New built form **should** be future-proofed and flexible to accommodate different uses overtime.
- 3.5.16. Spaces for local businesses and start-up spaces **should** be provided within local centres, and within The Maylands Masterplan - Neighbourhood 4 to minimise the need for residents to commute outside of the Growth Area. This will help in creating local employment and business opportunities, providing a more resilient neighbourhood and generating a self-driven green economy for the community to thrive.
- 3.5.17. Bus stops **should** be co-located close to local centres, schools, and any other non-residential use, to promote the use of public transport and minimise use of private vehicles.

### Landmark buildings

- 3.5.18. Detailed design **must** take into account existing heritage buildings, both formal and non-designated buildings that contribute to the local character, including existing farmsteads.
- 3.5.19. Potential for linking existing farmsteads with local centres and school **must** be considered and conversions including non residential uses **should** be explored.

### Green and blue infrastructure













- 3.5.20. Each neighbourhood must develop a locally-specific green and blue infrastructure strategy that responds to the local context, embeds retained site features and delivers a successful place for people and nature. More detailed masterplanning and design coding must demonstrate a considered approach to place that positively responds to the local topography; introduces a connected network of open spaces catering to required and desirable neighbourhood uses that promote health, wellbeing and inclusiveness; and sensitively incorporates existing water features with new natural and playful water features that contribute to a wider SuDS network.

## Area types, character & key frontages

### Area Types

3.5.21. The Strategic Design Code identifies five Area Types, which are part of a local area that share common characteristics. SDC coding specific to each Area Type provides guidance on the role, character and typologies within the Growth Area and helps to define distinctive places. Whilst the SDC defines a high level, illustrative Coding Plan across the HGC growth area, a more detailed coding plan **must** be defined by the developer in agreement with the landowner/s and HGC as part of more detailed site design coding. This Coding Plan **must** align with the Area Type guidance in the SDC and **must** align with the adjacent illustrative Coding Plan, or justify deviations with the adjacent plan.

#### Key

- |   |   |   |   |
|---|---|---|---|
|    | Site Boundary   |    | Other Green Connection                    |
|  | Sustainable Transport Corridor                        |  | Multifunctional Landscape Buffer          |
|  | Indicative route for STC (Subject to further testing) |  | M1 Noise Attenuation Buffer               |
|  | HGC Green Loop  |  | Strategic Green Corridor - Nickey Line    |
|  | The Nickey Line                                       |  | Strategic Green Corridor - St Albans Link |
|  | Proposed Extension to the Nickey Line                 |  | Neighbourhood/ Local Centre               |
|  | Railway Station                                       |  | SANG                                      |
|  | Local Centre Area Type                                |  | Country Park                              |
|  | Neighbourhood Streets Area Type                       |  | Views                                     |
|  | Town Edge Area Type                                   |  | NEAP                                      |
|  | Countryside Edge Area Type                            |  | Chilterns National Landscape              |
|  | Employment Area Type                                  |  | Playing fields                            |
|  | Local Green Corridor                                  |   |   |

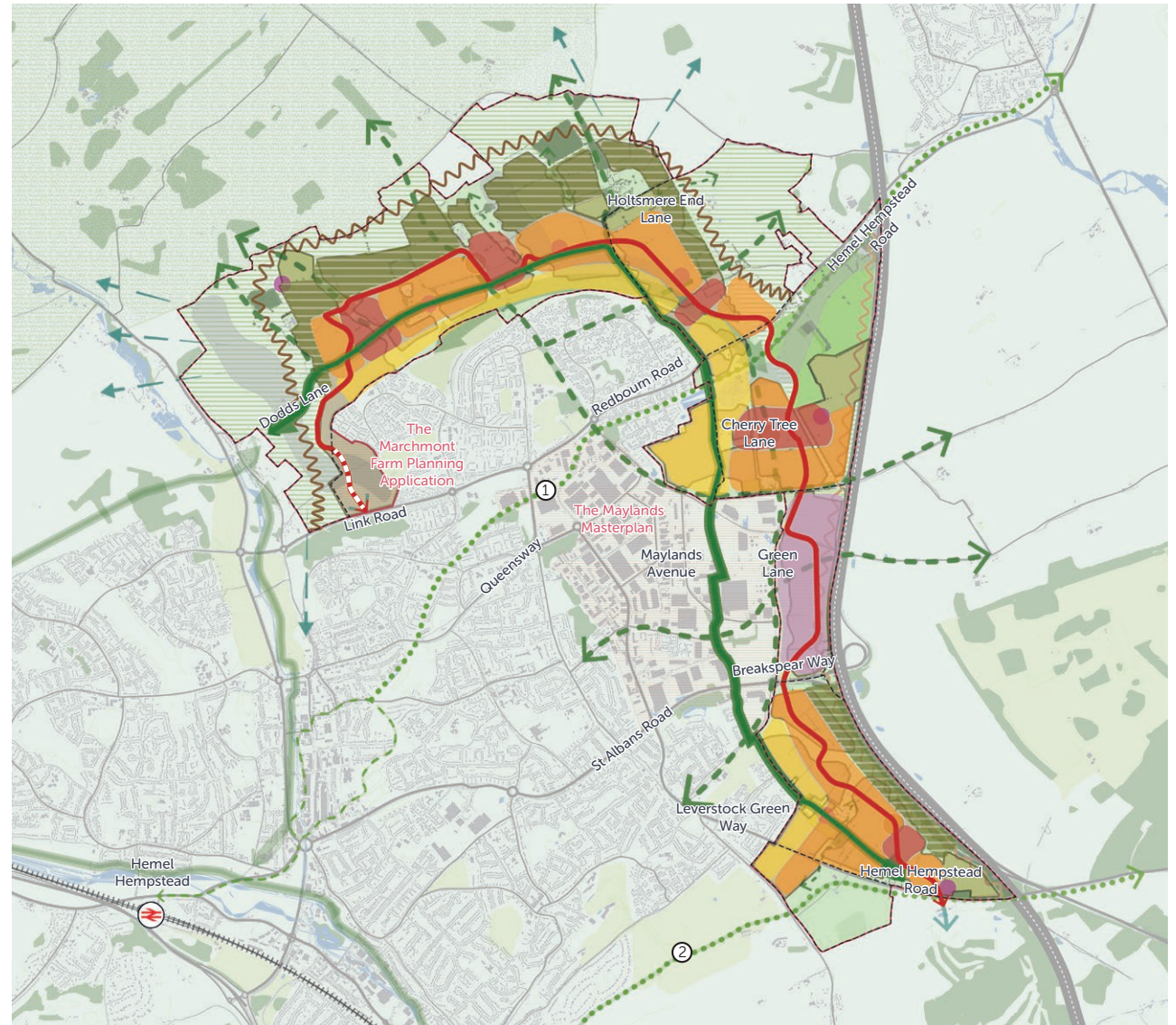


Fig.55 Illustrative Coding Plan

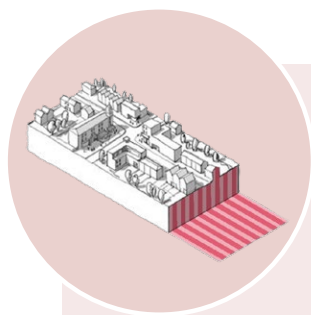
Please note, this is a simplified plan identifying the broader area type strategy, refer to the latest framework plan for the exact parcel location and distribution.

(Scale 1:50,000 @ A4) 0m  1000m

## 3.5 Theme 3: Placemaking

- 3.5.22. Detailed design coding **must** identify cool, warm and hot locations within each Area Type, to define where the highest quality design is expected and subsequent design coding delivers the strictest coding to achieve this quality (hot locations); where high quality design is required, but may be in slightly less visible or prominent locations (warm locations); and areas that should still be reflect quality development, but sit away from primary streets and frontages and can be more ordinary in nature (cool locations).
- 3.5.23. Each subsequent masterplan **must** provide a design-led approach defining locations for the application of the five Area Types. This information will need to be provided in subsequent detailed site design coding, and include information for each Area Type to fully address massing, roofscape, scale, proportion, craftsmanship/detailing, primary and secondary frontages and other considerations for a place-specific response for each neighbourhood.
- 3.5.24. A sub-urban range of densities will allow for distinctions between neighbourhoods. Sites along transport corridors and within local centres **should** be around 50-80 dph and with lower densities ranging from 30-50dph<sup>1</sup>. More detailed design will allow variation in specific typologies and layout. Specific densities identified for each area type can be found in the adjacent boxes.

1 Density ranges suggested in the SDC have been based on guidance within the Urban Design Compendium.

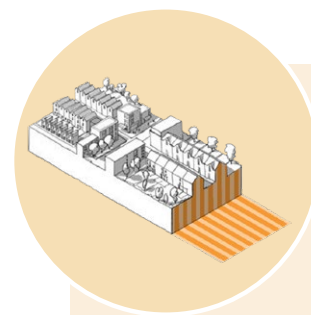


The **Local Centre Area Type** **must** include district and neighbourhood centres and local facilities or destinations and **must** be strategically located close to the key transport routes.

**Higher densities** will contribute to the vibrancy of local centres and more dense typologies such as terraces and flat blocks will enable a density ranging from 60-70dph.



Fig.56 Eddington, Cambridge



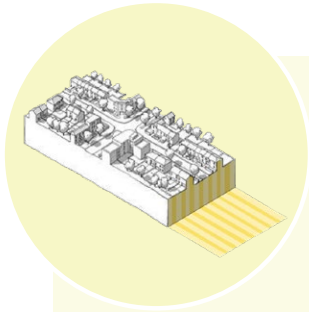
The **Neighbourhood Streets Area Type** **must** include residential blocks with occasional non residential uses along the Sustainable Transport Corridor.

**High densities** of residential development with occasional active frontage along the strategic transport corridor will create a lively avenue street, which allows for denser terraces and flat blocks to provide for a density from about 50-60dph.



Fig.57 Reynard Mills, Brentford



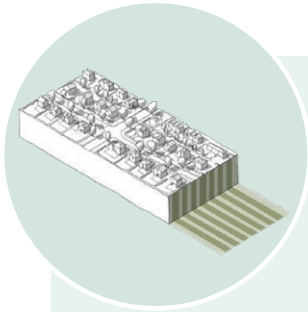


The **Town Edge Area Type** **must** respond to sensitive edge conditions particularly where new homes sit next to the existing neighbourhoods.

This area type will comprise of **medium to low** densities of primarily semi-detached and detached housing with occasional terraces, lie between the highest and lowest density area types, with densities around 35-50dph.



Fig.58 Alkerden Gateway

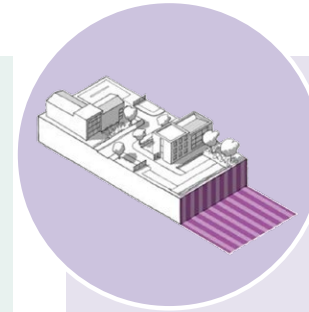


The **Countryside Edge Area Type** **must** be positioned in and around sensitive areas and towards the Chilterns National Landscape or any other natural protected assets.

**Lower** density homes will create a more high value development comprising of bigger detached and semi-detached homes with larger gardens and more privacy. This area type's density will range from 30-40dph.



Fig.60 Liberty Quarter, Kings Hill



The **Employment Area Type** **should** follow the "Maylands Masterplan Plus" Design Code.

This area type is envisioned to have **medium** density of comprised primarily of industries and offices to align with the prescribed heights within the Maylands Masterplan.

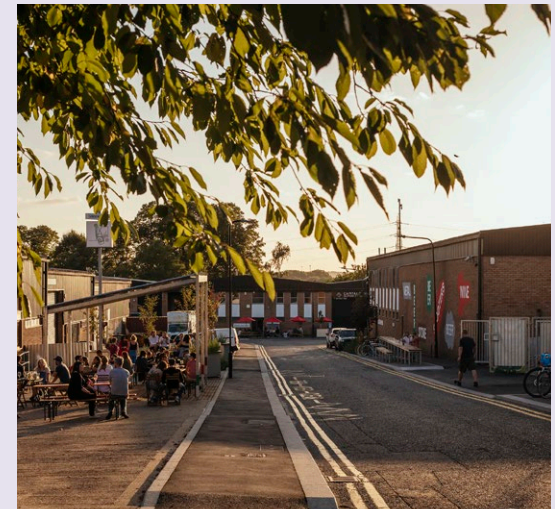
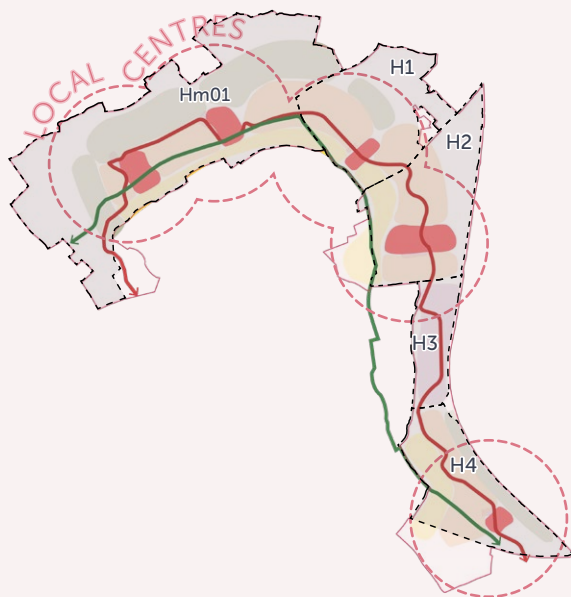
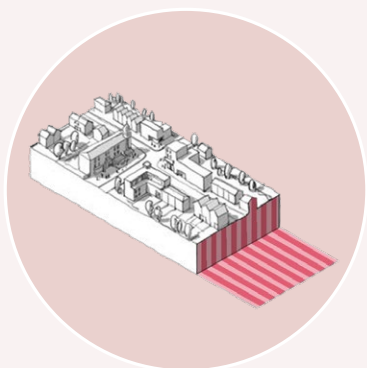


Fig.59 Lockwood Way, Blackhorse

# 3.5 Theme 3: Placemaking

## Local Centre Area Type

The Local Centre Area Type includes mixed used district and local centres which are key destinations within the Growth Area. Supported by bus links and active travel routes, it promotes a compact and walkable neighbourhood.



### Typologies & Densities

- 3.5.29. The Local Centre Area Type **must** include a mix of uses and typologies, with residential buildings consisting mainly of 3 storey town houses, terraced houses and mansion style flat blocks with mixed-use and commercial ground floors.
- 3.5.30. Typologies **must** provide a continuous frontage to add formality and overlook towards key routes and open spaces.
- 3.5.31. In this location detached houses **must** not be used.
- 3.5.32. Density **should** range from around 60-70dph.
- 3.5.33. Schools **should** be located in or adjacent to local centres whenever possible or **must** be within a short walking distance.
- 3.5.34. Opportunities for housing for older people **should** be considered. Extra Care housing and Retirement Living **could** benefit from being close to Local Centre locations (as well as neighbourhood streets).

#### Local centre Area Type overview

Site specific Design Codes: The Local Centre Area Type need more careful consideration within site specific Design Codes as it is considered to be crucial in delivering the Vision for Hemel Garden Communities, including a network of walkable neighbourhoods. When looking at this Area Type, a holistic approach must be taken in regards to connections to homes, facilities, and adjoining neighbourhoods; prioritising bus routes, safe and enjoyable active travel links to be prioritised over private car journeys.

Uses	Mixed use (including local services, shops and community uses set within residential uses)
Typologies	Town houses, terraced houses and mansion style flat blocks
Densities	Higher density, 60 to 70 dwellings per hectare
Frontages	Formal and consistent with minimum set back (typically 1m deep) and minimum gap between buildings
Boundary treatment	Formal and urban with no boundary treatment for non residential ground floors; and low brick wall, low brick wall with painted railing and planting for residential ground floors.
Parking	Within parking hub, limited on street parking

### Frontages and building lines

- 3.5.35. Fronting onto the Sustainable Transport Corridor, this Area Type is located in the heart of every neighbourhood, and frontage **must** provide overlooking to key public spaces and streets, including a formal and consistent building line with minimum set backs (typically 1m deep). Blank façades or blank corners **must** be avoided in this Area Type.
- 3.5.36. Building lines along open spaces and green corridors **should** allow for spill out spaces and strategically connect to outdoor activities.
- 3.5.37. Primary frontages **must** maximise natural surveillance, address key routes and public spaces, introduce gateways and overlook green corridors with consistent building lines.
- 3.5.38. Ground floor accommodation fronting onto a street, public pedestrian route or public space where possible, **should** have individual front doors to each home or communal entrance to flats.
- 3.5.39. School buildings **should** have a minimum set back to provide sufficient public space with landscaping for places to congregate and act as welcoming gateways between the school's front door and fronting pedestrian routes and pavements.

### Boundary treatment

- 3.5.40. The Local Centre Area Type boundary treatment **must** be formal and urban in character allowing for spill out spaces in front of non residential uses, and be consistent in treatment along a street frontage. However, frontages between junctions can have a greater, consistent frontage with a greater set back along a street to provide additional public space at the heart of the local centre.
- 3.5.41. Within the local centre no walls or fences **should** be used for non residential ground floor uses and high quality, consistent hard surface finishes should be provided, generally with paving material extending from the footpath to the face of building.
- 3.5.42. Homes within this area type **should** include formal boundary treatments, such as a low brick wall, a low brick wall with painted railing, and planting to define front gardens. Boundary treatments **should** be consistent along a street between two junctions.
- 3.5.43. Boundary treatments overlooking green corridors **must** be less formal, and provide consistency between the Areas Types along these corridors. Railings or low walls and ornamental hedges **should** be prioritised.
- 3.5.44. Where a street runs between different Area Types, consistency **must** be achieved through the use of the same boundary treatment on both sides of the street.

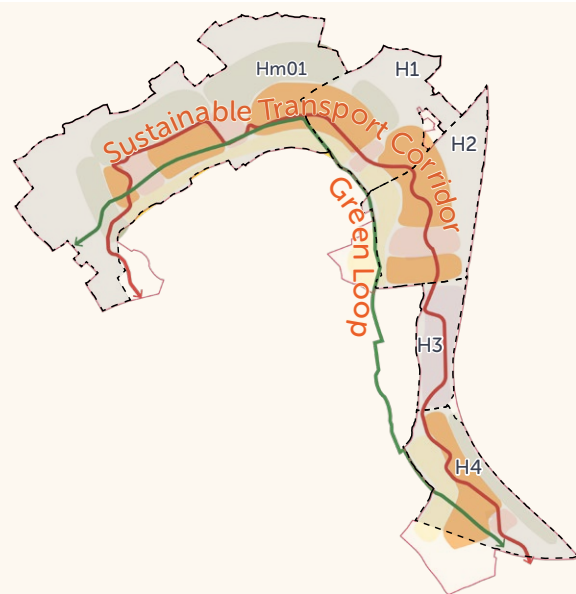
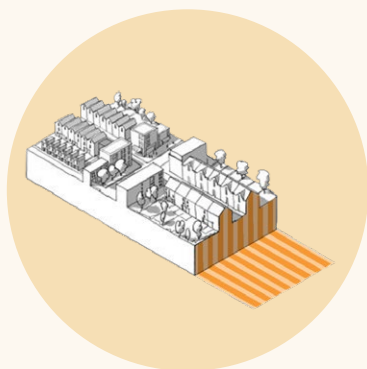
### Parking

- 3.5.45. Proposals **must** accommodate mobility hubs within local centres, which **must** not dominate the street scape. No cars **must** be allowed to park in front of the building line.
- 3.5.46. On-street parking **should** be provided in a limited amount to support local businesses and shops. These **should** be located on the edges of the centre and in clusters of not more than four bays parallel to the carriageway. These **must** be landscaped and include planting verges and must not block green views and movement corridors.
- 3.5.47. Cycle parking **must** be provided not just for residents but also for visitors and public and must be crucially located to easily access local active travel routes and the Green Loop. Cycle parking infrastructure **should** provide for charging of e-bikes and storage of cargo bikes. There **should** be sufficient covered and secured cycle stands provided within mobility hubs.

# 3.5 Theme 3: Placemaking

## Neighbourhood Street Area Type

The Neighbourhood Street Area Type is urban in character, linked to the Sustainable Transport Corridor and the Green Loop, it is where most of the new homes are located.



### Typologies & Densities

- 3.5.48. This Area Type **should** include a greater range of densities and typologies.
- 3.5.49. Along the Strategic Transport Corridor typologies **should** include terraced, semi-detached houses and flat blocks at key corners; smaller gaps within buildings and opportunity for increased density.
- 3.5.50. Flat blocks **should** be located at key gateways, where they can support wayfinding, or along the STC.
- 3.5.51. All ground floor flats fronting a public space or street **must** have an individual front door to the street/space.
- 3.5.52. Density **should** range from around 50-70dph.
- 3.5.53. Along the Green Loop typologies **should** include more detached and semi-detached homes to reflect the GL natural character and to allow for greater views of greenery and reduce sense of built form massing.
- 3.5.54. The Neighbourhood Streets Are Type **should** have the largest geographic coverage, and therefore contain the greatest number of homes lining typical residential streets. Within this, a connected street pattern **should** provide a range of secondary and tertiary routes to provide wider area connectivity.
- 3.5.55. Opportunities for housing for older people **should** be considered. Extra Care housing and Retirement Living **could** benefit from being close to neighbourhood streets (as well to the local centre)

### Local centre Area Type overview

Site specific Design Codes critical areas: site specific Design Codes should focus on the Sustainable Transport Corridor, the Green Loop, and the gateways into the site creating a series of connected routes within neighbourhoods linking homes to the wider network of open spaces, local facilities and homes.

Uses	Residential led
Typologies	Terraced/ semi-detached homes and flat blocks at key corners along the STC; semi-detached and detached along the GL.
Densities	Range of densities, with highest densities along the STC to support public transport, ranging between 50 to 60 dwellings per hectare.
Frontages	Formal with consistent setback (typically 1-2m deep) along STC, deeper setback (typically 2-4m deep) and bigger gaps between buildings along the GL, secondary and tertiary roads. Smaller mews-style lanes can be shared surface with minimal setback frontages with no boundary treatments and higher quality surfacing between façades.
Boundary treatment	Low brick wall, low brick wall with painted railing, and planting to define front garden along the STC; deeper front garden and planted boundary treatment along the GL.
Parking	No parking in front of the building line and along the STC; parking to be within hubs. Limited on street parking.

## Frontage

- 3.5.56. Frontages along the Sustainable Transport Corridor **must** be formal including consistent minimal setbacks (approx. 1-2m) and minimum gaps between buildings, addressing the key route within the site.
- 3.5.57. The building lines **must** be parallel with the plot boundary to add formality and provide a consistent frontage, the roof form should vary depending on its location along the Transport Corridor.
- 3.5.58. Frontages along the Green Loop **should** introduce some variation with deeper setbacks (approx. 2-4m), with buildings predominantly parallel to the plot boundary and ridge parallel to the street to reduce visual impact.
- 3.5.59. When transitioning towards lower density area types along secondary and tertiary streets, frontages **could** include deeper setbacks (approx. 4+m) and potentially greater gaps between buildings to provide a more consistent spacing.
- 3.5.60. Frontages in this location **must** preclude on plot car parking in front of home even when deeper setbacks are provided.

## Boundary treatment

- 3.5.61. Buildings along the STC **must** include formal boundary treatments such as a low brick wall or low brick wall with painted metal railing, with low level planting to define green front gardens.
- 3.5.62. Along the Green Loop, boundary treatments **should** include soft boundary planting to reflect its importance as a natural corridor. When homes front onto the GL generous front gardens with planted boundary treatment **should** be introduced. When homes back onto the GL significant planting buffer **should** be used both within the public open space and the private amenity space.
- 3.5.63. Towards the Countryside Edge Area Type and when fronting onto key open spaces, consistency **should** be achieved through the use of a similar boundary treatment between different area types.

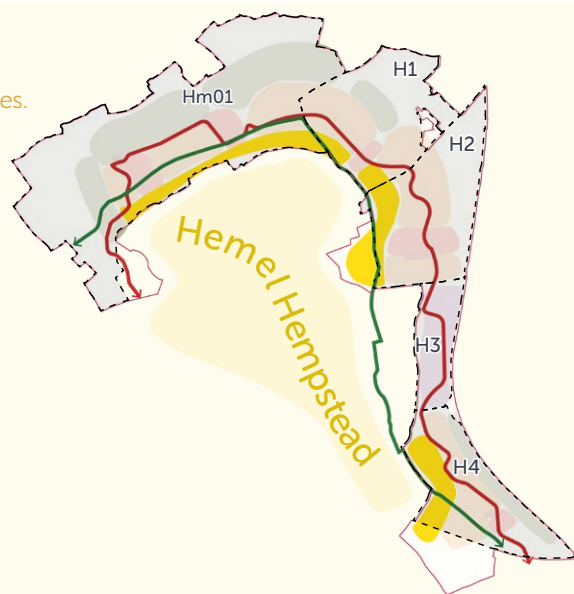
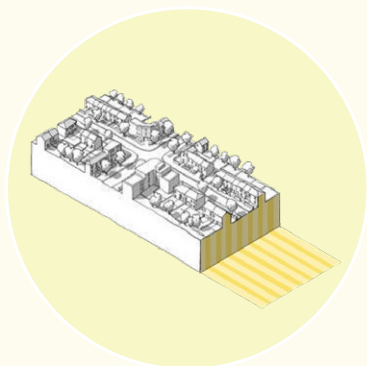
## Parking

- 3.5.64. Similarly to the Local Centre Area Type, parking hubs **must** accommodate for almost all of the parking in this area type and mobility hubs within them. These parking spaces **must** be set behind predominant building lines and well-masked through built form and landscaping.
- 3.5.65. The rest of the parking **should** be allocated as on-street parking along streets with access off the STC and with strictly no parking along the STC.
- 3.5.66. Cycle parking **must** be provided not just for residents but also for visitors and public and must be crucially located to easily access local active travel routes and the Green Loop. Cycle parking infrastructure **should** provide for charging of e-bikes and storage of cargo bikes. There **should** be sufficient covered and secured cycle stands provided within mobility hubs.

# 3.5 Theme 3: Placemaking

## Town Edge Area Type

The Town Edge Area Type sits towards the consolidated neighbourhoods, streets and open spaces. It acts as a threshold between the Hemel Garden Communities and the existing homes.



### Typologies & Densities

- 3.5.67. The Town Edge Area Type **must** include formal frontage primarily consisting of small runs of terraces, semi-detached homes and some flat blocks, generally 2-3 storeys high and reflecting a medium density.
- 3.5.68. Density within this area type **should** range from around 35-50dph.
- 3.5.69. It **must** create strong, active frontages to complement existing homes within Hemel Hempstead, providing consistent and repeated urban, narrow-fronted types towards existing open spaces, playing fields and streets.

### Town Edge Area Type overview

Site specific Design Codes: Key focus for Site Specific Design Codes to be along the frontages along existing homes, routes and open spaces

Uses	Residential led
Typologies	Terraced/ semi-detached homes and flat blocks at key corners
Densities	Medium density between 35 and 50 dwellings per hectare
Frontages	Formal with consistent setback (typically 2m deep) along primary routes, and parallel with plot boundary; deeper setback and bigger gaps between buildings along secondary and tertiary roads.
Boundary treatment	Formal allowing for softening the building edge, including low brick wall with painted railing, and planting to define front garden; more informal when moving towards the Countryside Edge Area Type.
Parking	No parking in front of the building line and when fronting key open spaces. Parking to be within hubs with some on street parking.

## Frontage

- 3.5.70. Frontage in this location **must** be formal and consistent with minimum setbacks between front facade and back of pavement.
- 3.5.71. The town edge frontage **must** respond to the existing open spaces and playing fields and existing homes.
- 3.5.72. Where gaps are provided for between rows of terraces fronting onto open spaces, they **must** be minimal to create stronger frontages. In other places gaps **should** be greater, varying from 2 to 4 meters.
- 3.5.73. When new homes meet existing back gardens, design **must** focus on the back to back relationship, with new gardens backing onto the existing ones and consideration given to larger gardens and buffer planting, where appropriate.
- 3.5.74. To provide consistency between the Area Types, along the green corridors building lines **must** include a more consistent spacing.

## Boundary treatment

- 3.5.75. Boundary treatment fronting onto existing public open space and existing neighbourhoods **must** be formal with minimum front gardens (typically 2m) low brick walls allowing for planting to soften the building's edge.
- 3.5.76. Boundary treatment overlooking the new green corridors **must** be less formal, and provide consistency between the areas types along these corridors. In this location deeper front gardens should be used (typically 2-4m).
- 3.5.77. Where a street runs between different Area Types, consistency **must** be achieved through the use of the same boundary treatment on both sides of the street.

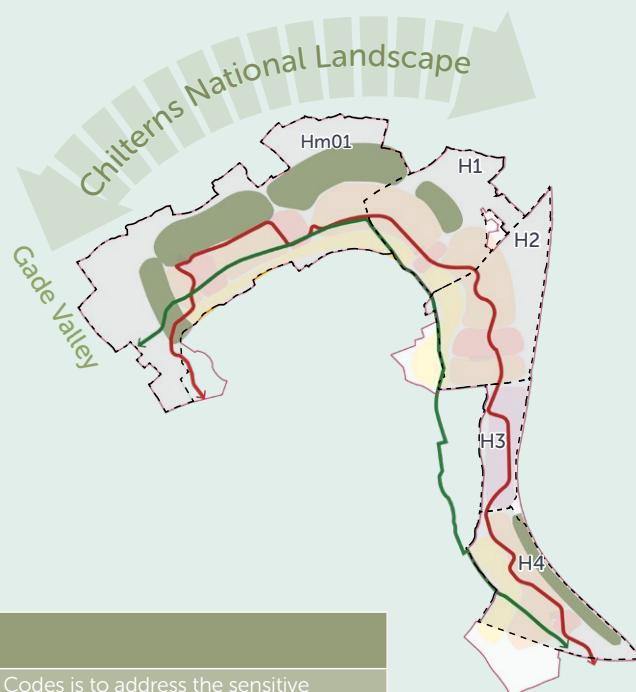
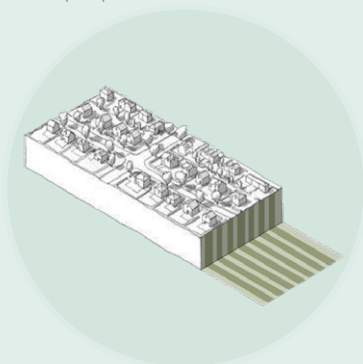
## Parking

- 3.5.78. The majority of parking **must** be located within parking hubs of different sizes, hidden from the primary frontage and from the STC.
- 3.5.79. On-street parking **must** be limited and included to one side of the street only, hidden from key edges.
- 3.5.80. No car **should** be allowed to park in front of the building facade.
- 3.5.81. Cycle parking **must** be provided not just for residents but also for visitors and public and must be crucially located to easily access local active travel routes and the Green Loop. Cycle parking infrastructure **should** provide for charging of e-bikes and storage of cargo bikes.

# 3.5 Theme 3: Placemaking

## Countryside Edge Area Type

The Countryside Edge Area Type responds to the sensitive boundaries with homes sitting within landscape and making the most of the existing views towards the countryside. Most of these outward facing edges are adjacent to the proposed SANGs around the western and northern edge of the developments. Design considerations regarding the character of built form in relation to SANG must be considered at the strategic level.



### Countryside Edge Area Type overview

Site specific Design Codes: the key focus for site specific Design Codes is to address the sensitive edges to the north towards the Chilterns National Landscape and the west towards the Gade Valley; maximising the positive outlook whilst responding to the distinctive views from and to the site.

Uses	Residential led
Typologies	Detached and semi-detached houses
Densities	Lower density ranging between 30 to 40 dwellings per hectare
Frontages	Stepped frontages, scattered buildings and varying setbacks
Boundary treatment	Front gardens, high hedge, picket fencing or low timber railings
Parking	On plot parking set behind the building line and within hubs, limited on street visitors parking

### Typologies & Densities

- 3.5.82. Homes part of the Countryside Edge Area Type **must** primarily consist of 2 storey detached and semi-detached homes including wide-fronted homes.
- 3.5.83. Density **should** range from around 30-40dph.
- 3.5.84. These **can** be clustered allowing for a more informal layout within the landscape.
- 3.5.85. On key sensitive corners larger detached dwellings **can** be introduced.
- 3.5.86. Opportunities for housing for older people **should** be considered to contribute to inclusive neighbourhoods. Nursing, care and retirement homes **could** benefit from the greenery and views when located within the Countryside Edge Area Type, without being left isolated and out of the way. However they **must** also be well connected to good public transport links to enable care workers and nurses for journeys to their homes.



## Frontage

- 3.5.87. The frontage within the Countryside Edge Area Type **must** respond to the sensitive edges and consider key inwards and outwards views, such as the Gade Valley views and the Chilterns National Landscape to the west and to the north.
- 3.5.88. Building lines along the sensitive edges **must** be informal, consisting of stepped frontages, to provide informal and varied building lines. Scattered buildings will include varying and deeper setbacks (typically 4m deep).
- 3.5.89. In this location building lines **should not** be parallel to the plot boundary, in order to help reducing the impact of the massing within the landscape. Gaps between buildings should vary to reflect the rural character.

## Boundary treatment

- 3.5.90. Boundary treatment along the sensitive edges **must** respond to the rural character and the open spaces fronting this Area Type. Hedge, low timber railings or picket fencing with hedge to respond the rural feel **should** be used.
- 3.5.91. Detail and material of boundary treatment **should** be consistent per block frontage.
- 3.5.92. Where a street runs between different Area Types, consistency **must** be achieved through the use of the same boundary treatment on both sides of the street.
- 3.5.93. Where private drives are used, boundary treatments **should** be located between the drive and the front garden. Where a boundary treatment encloses the private driveway fronting onto open space or landscape, a public pedestrian path **must** be provided within the landscape edge and regular pedestrian access points across the boundary treatment **must** be provided to provide for desire lines and regular access points for fronting homes.

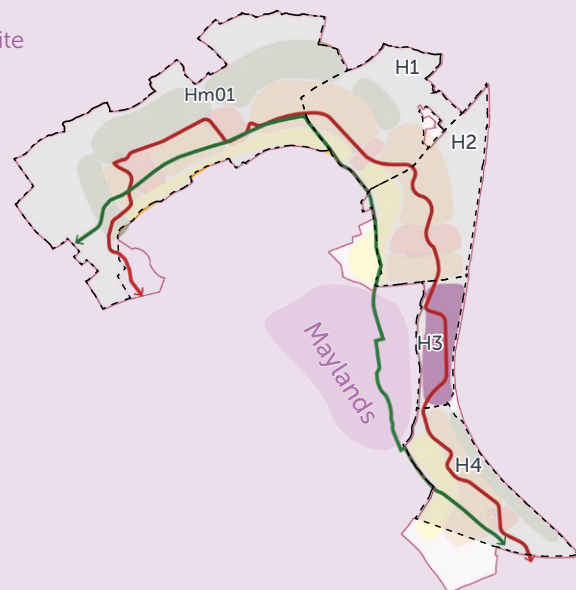
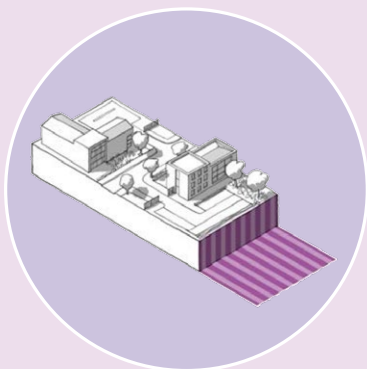
## Parking

- 3.5.94. The Countryside Edge Area Type is primarily residential and parking hubs in this location **may not** be required.
- 3.5.95. On-street parking **must** be limited and included to one side of the street only including planting verges, hidden from sensitive edges and **must** not block green views/ vistas.
- 3.5.96. On-plot parking **must** ensure that parking spaces are set behind the buildings lines and **must** have a clear and unobstructed walking route between the street and front door. Wide frontage detached houses **can** have on-plot parking to the side, set behind the building line. Detached houses **can** also be grouped. In this case parking should be clustered. While some on plot car parking is allowed, driveways between homes **must** not allow more than two car parking spaces in width between homes.
- 3.5.97. Cycle parking **must** be provided not just for residents but also for visitors and public and must be crucially located to easily access local active travel routes and the Green Loop. Cycle parking infrastructure **should** provide for charging of e-bikes and storage of cargo bikes.

# 3.5 Theme 3: Placemaking

## Employment Area Type

The Employment Area Type includes the biggest employment site within Hertfordshire focusing on business and innovation.



### Employment Area Type overview

A Design Code covering the whole Maylands Masterplan has been produced, refer to Maylands Plus Design Code (and to St Albans - Strategic Sites Design Guidance - 2023).

Site specific proposals: The key focus for site specific proposals is to ensure the introduction of effective east-west and north-south connections, enabling active travel routes between neighbourhoods, a walkable local centre from the future businesses (which must include direct, safe and enjoyable routes). This should allow for a range of business uses which will create a welcoming and urban environment, as well as a sociable place that can enhance well-being and drive innovation. Future Design Code should also focus on future proofing a range of typologies, to enable potential change of uses over time and future proofing the proposed connections' to 'and enabling longer term east-west connections.

Uses	Non-logistic uses, employment led (including local centre), Grow on/starter units - focus on innovation
Typologies	Mix of typologies
Densities	Medium
Frontages	Permeable and active frontages
Boundary treatment	Formal and urban
Parking	Screened and to the back of the buildings, some on street parking away from the STC

### Typologies & Densities

- 3.5.98. A mix of employment typologies **must** be introduced to reflect the mixed use nature of the site: larger, medium and smaller industrial buildings, small studios and workshops, offices, local services, shops, and production spaces. The location of each typology must be carefully considered within the proposals.
- 3.5.99. Where possible co-location of smaller units **should** be considered to front onto key streets (or future-proofed).
- 3.5.100. A central north south route **should** allow for a range of medium and smaller footprint buildings to activate the street. Larger employment uses can sit behind these buildings, or sites for future buildings. Local services and shops **should** be concentrated along the north-south route as the local centre.



Fig.66 Maylands Masterplan Plus, Appendix A: Design Code

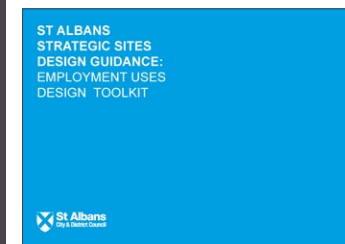


Fig.64 St Albans - Strategic Sites Design Guidance - 2023

## Frontage

- 3.5.101. A consistent building frontage **should** be created along the north-south route and local centre, with active frontages and minimal setback from the pavement.
- 3.5.102. A series of secondary streets with active or live frontages **should** be established to connect the north-south street with Green Lane and aligned with longer-term future proofed desire lines that **should** link to Buncefield Lane.
- 3.5.103. Live frontages **should** be introduced along active transport corridors that extend the STC north and south to adjacent neighbourhoods.
- 3.5.104. Buildings **should** include primary entrances along key routes.



Fig.65 Future Maylands Vision and Coding Area Plan; areas 4 and 5 sit within the Growth Area

## Boundary treatment

- 3.5.105. Boundary treatments for the local centre **must** be formal and urban in character, allowing for spill out spaces to be integrated with the public realm.
- 3.5.106. Boundary treatments along the north south route outside of the local centre **must** be primarily landscaped with approximately 25 - 50% hardscaping for spill out space uses.



Fig.67 Illustrative diagram showing key north south and east west routes

## Parking

- 3.5.107. Proposals **must** accommodate a mobility hubs within the local centre, which **must** not dominate the street scape.
- 3.5.108. Parking spaces **should** sit within the building envelope and must be screened at surface level. Employee and additional parking **must** be located away from frontages along key routes.
- 3.5.109. The rest of the parking **should** be allocated as on-street parking along streets with access off the STC and with strictly no parking along the STC.
- 3.5.110. Cycle parking **must** be provided not just for residents but also for visitors and public and must be crucially located to easily access local active travel routes and the Green Loop. Cycle parking infrastructure **should** provide for charging of e-bikes and storage of cargo bikes. There **should** be sufficient covered and secured cycle stands provided within mobility hubs.

# 3.6 Neighbourhood level requirements

## Neighbourhood 1

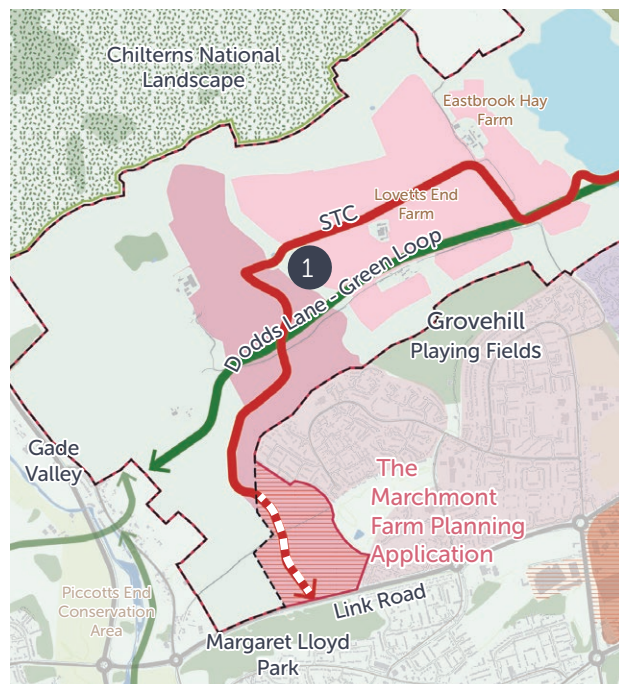


Fig.68 Neighbourhood 1 plan

Neighbourhood 1 acts as the western gateway to the site, and the Sustainable Transport Corridor enters from the Link Road, which includes bus and vehicular access. Dodds Lane forms a part of the HGC Green Loop, the main active travel route.

To the south the neighbourhood includes Grovehill and Grovehill Playing Fields. The Marchmont Farm Planning Application to the south sits within the Wider Growth Area.

### Theme 1: Green and blue infrastructure

#### Existing and proposed open spaces

- 3.6.1. Key open spaces **must** include green buffers towards the sensitive edge to the west and the Chilterns National Landscape, the SANG and a central green space to the south linking to Grovehill Playing Fields.
- 3.6.2. Enhancements to Aycliffe Drive between Margaret Lloyd Park and Grovehill Playing Fields **should** be considered, including tree planting. Landscape improvements to Grovehill Playing Fields **should** seek to enhance existing recreation facilities, create improved connections to the wider site and expand existing woodland.
- 3.6.3. Existing allotments **must** be retained and supported with appropriate facilities e.g. vehicle access and equipment storage.

#### Trees and Vegetation

- 3.6.4. A tree belt of minimum 15m **must** be provided to the sensitive edge to the west and north of Neighbourhood 1 allowing for potential considered viewing gaps from key locations.
- 3.6.5. Gade Valley Slope and Piccotts End Conservation Area **must** be screened from the proposed housing.

#### Other constraints

- 3.6.6. Proposals **must** take into consideration the gas pipelines crossing the northern part of the site.
- 3.6.7. Proposals **must** address sensitive views from Gade Valley to the west and distinctive views out of site towards the same location.
- 3.6.8. Proposals **must** address the north-south visible ridge.

- 3.6.9. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances.

### Theme 2: Transport and Movement

#### Active travel routes

- 3.6.10. Active travel routes within the site **must** connect to the wider network of existing public right of ways (PRoW's) and green lanes outside the Growth Area.
- 3.6.11. Active travel routes **must** connect to Grovehill.

### Theme 3: Placemaking

#### Local centre and other uses

- 3.6.12. The local centres and schools within Neighbourhood 1 **must** be positioned along improved north-south links, to relate to Grovehill and the wider communities.
- 3.6.13. The existing Grovehill local centre **should** be enhanced through the use of HGC developer contributions, and its future potential assessed by the local authority through a wider regeneration approach that considers greater place qualities and seamless links between Grovehill Playing Fields and Margaret Lloyd Park by considering enhancements/regeneration of the flatted accommodation to the north.

#### Heritage

- 3.6.14. Applicants **must** take into consideration the heritage assets and listed buildings, including Eastbrook Hay Farm and Lovetts End Farm.
- 3.6.15. The focus for Eastbrook Hay Farm **could** relate to a self-sustaining local economy, with the provision of spaces for a farm shop and/or a cafe.
- 3.6.16. Applicants **must** explore the potential for re-purposing the western farmstead along Dodds Lane for community uses.

## Neighbourhood 2

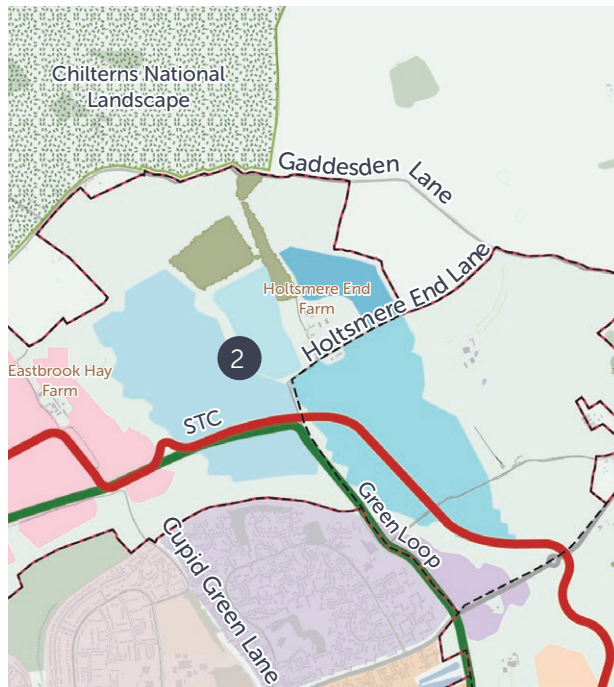


Fig.69 Neighbourhood 2 plan

Neighbourhood 2 sits across two Site Allocations in the administrative areas of both DBC and SADC along Holtsmere.

The neighbourhood will provide a high-quality gateway entrance to Hemel Hempstead Road.

The lane connects Woodhall farm neighbourhood to the south west and to Gaddesden Lane to the north east. Woodland and Ancient Woodland areas are located to the north and east, and provide distinctive views out of the site. Listed buildings are identified next to Holtsmere End Lane.

### Theme 1: Green and blue infrastructure

#### Existing and proposed open spaces

- 3.6.17. Neighbourhood 2 **must** introduce a wide open space (with potential for SANG) to the north (towards Chiltern National Landscape) and the East to mitigate the existing views to and from the site.
- 3.6.18. A substantial new significant publicly accessible green area **must** provide facilities for new and existing communities and a permanent green buffer to Redbourn.
- 3.6.19. Playing fields **could** be located in proximity to Holtsmere End Farm to preserve its heritage settings with a green buffer.

#### Trees and Vegetation

- 3.6.20. The proposals **must** preserve and enhance the existing cluster of mature trees, including trees to the north of Holtsmere End Farm.

#### Other constraints

- 3.6.21. Proposals **must** take into consideration the gas pipelines crossing the northern part of the site, the oil pipelines and the national grid power lines running north south.
- 3.6.22. Proposals **must** address distinctive views out of site towards the north-east.
- 3.6.23. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances.

### Theme 2: Transport and Movement

#### Active travel routes

- 3.6.24. Holtsmere End Lane **must** act as a key east west active travel route, connecting the STC and the GL, to Gaddesden Lane to the west.

- 3.6.25. Public Rights of Way, Countryside access links and off-road paths **must** be improved and enhanced.
- 3.6.26. Safe pedestrian and cycle crossings and routes to the new Secondary School and towards Astley Cooper Secondary School **must** be provided.
- 3.6.27. An east west travel route **must** be located to the north of Holtsmere End Farm connecting the GL to Gaddesden Lane to the west.
- 3.6.28. Improved access for active and sustainable movement between the Woodhall Farm local centre and the new local Centre and the wider neighbourhood **must** be included into the proposals.
- 3.6.29. A Mobility hub with facilities to encourage and facilitate modes of transport other than the private car **should** be located in this neighbourhood.

### Theme 3: Placemaking

#### Local centre and other uses

- 3.6.30. The new local centre and schools **must** seek to create functional links to Woodhall Farm.
- 3.6.31. Neighbourhood 2 **should** be subject to a masterplanning process that include the whole neighbourhood extent.

#### Heritage

- 3.6.32. Applicants **must** take into consideration the heritage assets and listed farmsteads, including the Holtsmere Manor, the Great Revel End Farmhouse, the Barn at Great Revel End Farmhouse and the Wood End Cottages;, which **must** include an appropriate offset and open spaces.

## 3.6 Neighbourhood level requirements

### Neighbourhood 3

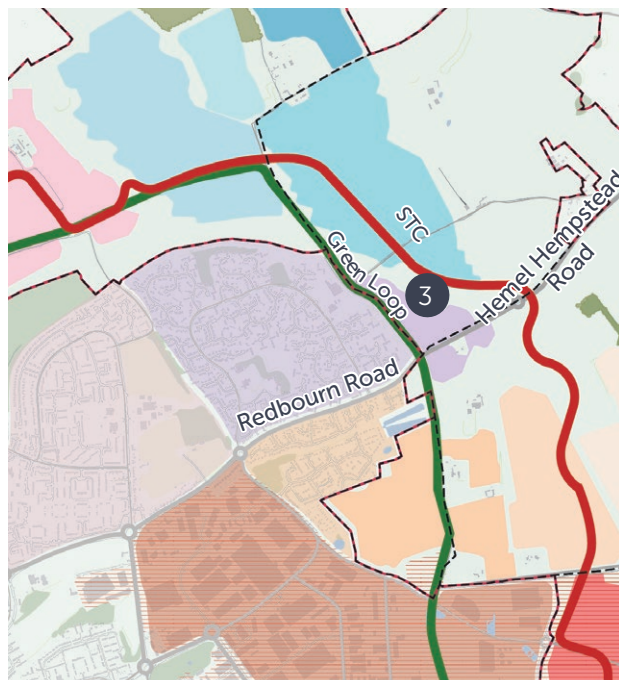


Fig.70 Neighbourhood 3 plan

Neighbourhood 3 is the smallest new neighbourhood identified, and acts as an extension to Woodhall Farm. Strong east-west links are required to link the new development to the existing place. Redbourn Road acts as a key east west route.

The Green Loop and the Strategic Transport Corridor run north south respectively to the west and the east of the new neighbourhood. Internal links between the two routes will need to be established through detailed design.

#### Theme 1: Green and blue infrastructure

##### Existing and proposed open spaces

- 3.6.33. An open space to the north of the neighbourhood **must** be introduced to enable a continuous east west green corridor connecting from Neighbourhood 1 to the Country Park to the east.
- 3.6.34. A range of community food growing opportunities **should** be included.

##### Other constraints

- 3.6.35. Proposals **must** take into consideration the oil pipelines and the national grid power lines running north south.
- 3.6.36. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances.

#### Theme 2: Transport and Movement

##### Active travel routes

- 3.6.37. A gateway entrance along the Redbourn Road to Hemel Hempstead including high quality pedestrian and cycle crossings over the Redbourn Road to access the Country Park, Nickey Line and Secondary School **must** be provided.
- 3.6.38. Proposals **must** take into consideration the Nickey Line and ensure direct and safe active travel links to and from it. Wider placemaking enhancements are set out in the Nickey Line Vision and Strategy.
- 3.6.39. East west connections from the Green Loop to the Sustainable Transport Corridor **must** be ensured.

- 3.6.40. Connections under the M1 motorway and the wider link of pedestrian routes **must** be enhanced to improve access to the countryside.
- 3.6.41. Proposals **should** be integrated with the existing neighbourhood of Woodhall Farm.
- 3.6.42. Access and route improvements **should** support active travel along Punchbowl Lane.

#### Theme 3: Placemaking

##### Local centre and other uses

- 3.6.43. Neighbourhood 3 **should** be subject to a masterplanning process that include the whole neighbourhood extent.

##### Heritage

- 3.6.44. Within Neighbourhood 3 design, a series of east-west routes **should** be created to integrate the new neighbourhood to the GL and potential future-proofed routes to link to Shenley Road in any longer term, wider-area regeneration.

## Neighbourhood 4

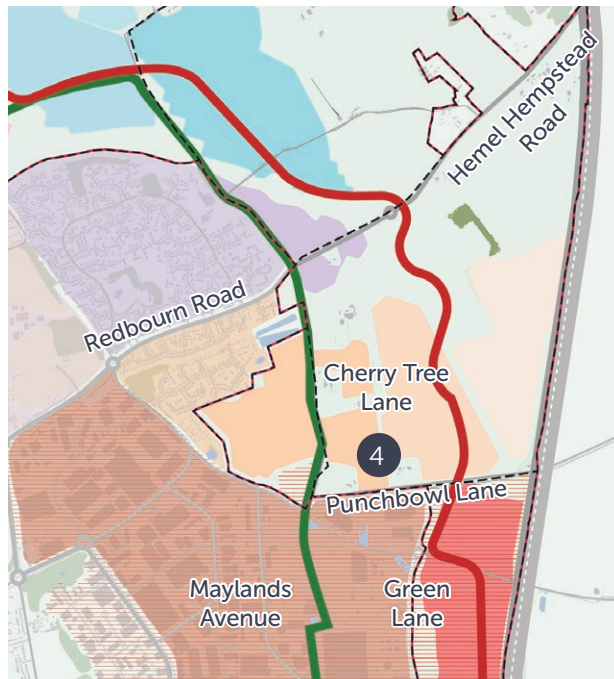


Fig.71 Neighbourhood 4 plan

Neighbourhood 4 sits within the H2 SADC site allocation area; is bounded by Redbourn Road to the north, the M1 to the east, Hemel Hempstead to the west and Punch Bowl Lane to the south. North-south connections are provided by the STC running parallel to Cherry Tree Lane which will form part of the Green Loop.

Neighbourhood 4 includes the allocated Country Park to the east, which will be accessed from Redbourn/Hemel Hempstead Road. This neighbourhood has direct access to the east-west connections that lead towards the existing town centre and access to Redbourn to the east.

### Theme 1: Green and blue infrastructure

#### Existing and proposed open spaces

3.6.45. Proposals **must** include a contribution to the SANG.

#### Trees and Vegetation

3.6.46. High quality design and buffer zones **must** be included to mitigate adverse impacts from motorway noise and air pollution.

#### Other constraints

3.6.47. Proposals **must** take into consideration the oil pipelines and the national grid power lines running north south.

3.6.48. Topography **must** be considered, in particular the steep land to the north of the neighbourhood.

3.6.49. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances. For instance, in relation to the two minor surface water flow paths on the site (to the north and to the north east).

### Theme 2: Transport and Movement

#### Active travel routes

3.6.50. Proposals **must** take into consideration the Nickey Line and future active travel links to and from it.

3.6.51. Proposals **must** careful consider the crossing between the Sustainable Transport Corridor and the Nickey Line.

3.6.52. Proposals **should** be integrated with the existing neighbourhood of Spencer's Park and adjacent existing development

### Theme 3: Placemaking

#### Local centre and other uses

3.6.53. The local centre and schools within Neighbourhood 4 **must** help improve the current lack of permeability. To be linked to the Industrial Estate as well.

3.6.54. Applicants **must** explore the potential for re-purposing the farmstead accessed from Cherry Tree Lane for community uses.

3.6.55. Neighbourhood 3 **should** be subject to a masterplanning process that include the whole neighbourhood extent.

## 3.6 Neighbourhood level requirements

### Neighbourhood 5

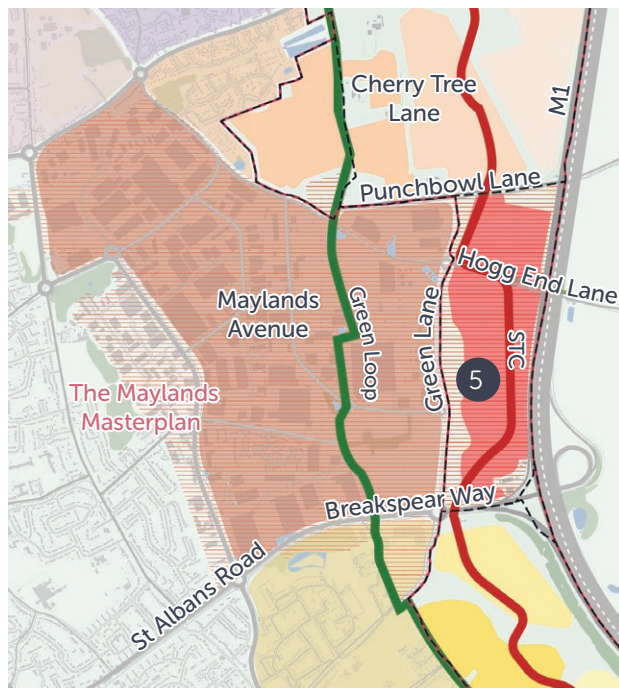


Fig.72 Neighbourhood 5 plan

Neighbourhood 5 sits to the east of Hemel Hempstead, between Punchbowl Lane to the north, the M1 to the east and Breakspear Way to the south. The area forms part of a wider masterplan and is located in the Herts IQ Enterprise Zone.

The HGC Spatial Vision envisages the East of Maylands site; and states that the Herts IQ area will drive a self-sustaining economy and pioneering green technology, which aligns with "Pillar 3 - A Self Sustaining Economy".

#### Theme 1: Green and blue infrastructure

##### Existing and proposed open spaces

3.6.56. The proposed green infrastructure **must** link the existing ecological corridors to create a wider connected network of routes. Local ecological corridors within the site **must** include, Green Lane, the M1 Corridor, Punchbowl Lane and Three Cherry Trees Lane.

3.6.57. Open spaces **must** be introduced within the employment area, including a linear open space along Green Lane.

3.6.58. Green routes should be included along the key active travel routes.

##### Constraints

3.6.59. Proposals **must** take into consideration the oil pipe running south to Buncefield Oil Depot and the related safety zones which **must** be provided.

3.6.60. Proposals **must** address sensitive views from Gorhambury Estate to the east.

3.6.61. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances. (Particularity the water flow path north of Hogg End Lane and at the western extent of Hogg End Lane).

#### Theme 2: Transport and Movement

##### Active travel routes

3.6.62. The employment area is key in help achieving the wider HGC sustainable modal shift targets through the reduction of daily commuting through private cars. Alternative solutions **must** be included and enabled from early days.

3.6.63. Proposals **must** ensure long term east-west routes, setting up a new connection across Easton Road onto Buncefield Lane in order to connect to the Green Loop.

3.6.64. In the interim before east-west links are created, north-south active travel links **must** extend the north-south STC through direct north-south routes to neighbourhood 4 to the north and neighbourhood 6 to the south to promote sustainable commuting.

3.6.65. Detailed design **should** explore the potential for additional east west connections through the neighbourhood.

3.6.66. A clear connection **must** link Maylands Avenue to the Nickey Line to the north.

3.6.67. A potential pedestrian and cycle bridge over the A414 **should** be considered to improve the connections.

#### Theme 3: Placemaking

##### Local centre and other uses

3.6.68. The local centre within the south of Neighbourhood 5 **must** provide a key destination, and its design **should** cater for those travelling by public transport and active travel.

3.6.69. The local centre **must not** compete with Leverstock Green Village.

3.6.70. A transport hub including a cluster of amenities **must** be located next to the local centre on Green Lane Square.

3.6.71. Proposals **should** explore the potential of including residential uses in the proximity of the employment area to support the sustainability, access to jobs and easy day to day connections through active travel links.

3.6.72. Green Lane **must** include special treatment at key corners.



## Neighbourhood 6

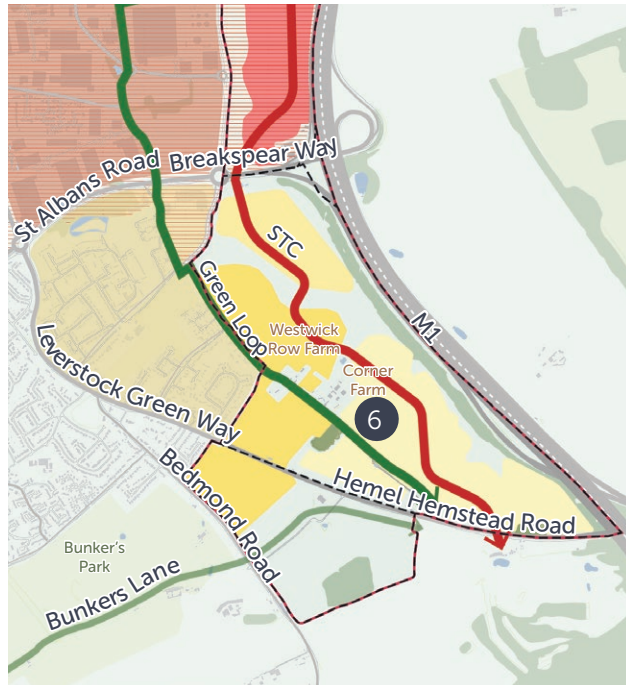


Fig.73 Neighbourhood 6 plan

Neighbourhood 6 is bound by Breakspear Way to the north, the M1 to the east, Hemel Hempstead Road to the south and the existing Leverstock Green neighbourhood to the west.

Neighbourhood 6 is the southern gateway to the site, and the Sustainable Transport Corridor enters from the Link Road, which includes bus and vehicular access. Westwick Row forms a part of the HGC Green Loop, the main active travel route.

### Theme 1: Green and blue infrastructure

#### Existing and proposed open spaces

- 3.6.73. Connections to Leverstock Green open spaces **must** be considered and opportunity for improvements **should** be explored.
- 3.6.74. Strategic and local public open space, including a substantial park with a range of leisure and sports facilities to the south east of the site for new and existing communities, managed woodland and ecological network links that preserve and enhance links to Leverstock Green **must** be considered.
- 3.6.75. A range of community food growing opportunities including edible trails, orchards and community gardens **should** be included.

#### Trees and Vegetation

- 3.6.76. Neighbourhood 6 **must** include a sufficient planted buffer towards the M1.
- 3.6.77. Existing cluster of trees to the south of Corner Farm **must** be retained and incorporate into the proposals.
- 3.6.78. Proposals **must** protect the setting of ancient woodland Blackwater Wood to the south of the site.

#### Other constraints

- 3.6.79. Proposals **must** take into consideration the oil pipelines running north south.
- 3.6.80. Proposals **must** take into consideration the sensitive edge towards Leverstock Green.
- 3.6.81. Flow paths **must** be avoided, with mitigation measures provided only in exceptional circumstances. Opportunities to provide betterment upstream **should** be considered.

### Theme 2: Transport and Movement

#### Active travel routes

- 3.6.82. Proposals **must** ensure active travel routes between the STC and the GL to the north, to Hemel Hempstead Road to the south.
- 3.6.83. The Green Loop **must** include Buncefield Lane and Westwick Row, Blackwater Lane and Bunkers Lane
- 3.6.84. A gateway entrance along the A414 to Hemel Hempstead from the motorway **must** be included.
- 3.6.85. Proposals **must** include improved and enhanced Public Rights of Way, countryside access links and off-road paths

### Theme 3: Placemaking

#### Local centre and other uses

- 3.6.86. The local centre within Neighbourhood 6 **must** be designed to be linked to the primary, secondary schools and the existing Leverstock Green local centre.
- 3.6.87. Neighbourhood 6 **should** be subject to a masterplanning process that include the whole neighbourhood extent.

#### Heritage

- 3.6.88. Applicants **must** take into consideration the heritage assets and listed buildings, including Westwick Row Farm and Corner Farm, which they **must** also explore potential for re-purposing them for community uses.

## 3.7 Design Quality Questions

### Strategic Requirements

As part of the design and planning application process involved in a new proposal within the Growth Area, applicants **must** demonstrate how their proposals address the following design quality questions.

Each applicant **must** answer these questions after thoroughly analysing their site and understanding its requirements, needs, do's and don'ts after a SWOT analysis or studying the site's constraints and opportunities.

1. Does the new development respond to the existing site conditions and its context? Have the site constraints and opportunities been identified and incorporated into the proposals?
2. What measures have been taken towards the heritage assets in terms of avoiding any potential negative impacts and positively include them into the proposals?
3. How has the community and stakeholder feedback been incorporated into the design?
4. Have the landowner/s of the land within the applicant's site been consulted in the design process? How has their contribution led to improvements or posed as limitations during the design process?
5. Is a distinctive character developed that references successful precedents, reflects local qualities and adheres to area types and associated coding plan as per the SDC?
6. Does the proposal align with the vision of 'One Place' Hemel?
7. Is there a clear phasing strategy which prioritises early delivery of infrastructure, public realm, landscape, and mixed-uses, if appropriate?
8. Does the proposal demonstrate a considered approach to future-proofing of the development, including changing working patterns, homes to meet future needs and climate mitigation?
9. What are the sustainability measures that the proposal includes both at wider and household level?
10. How has long term stewardship been considered and included into the proposal?

## Neighbourhood Wide Coding

### Green and Blue Infrastructure

1. Has the landscape approach maximised the potential contribution to BNG?
2. How does the proposal respond to sensitive edges and to the green corridors?
3. Has the proposal strategically integrated SuDs, swales and other sustainable landscaping elements in line with site-wide developments?
4. Has the proposal maximised the retention of existing landscape features including key existing trees and hedgerows, water bodies and additional landscape features, including sensitively responding to existing topography, incorporating them within the wider green strategy?
5. Has the proposal included trees within the street scene and trees providing shading in key public areas?
6. Does the proposal include a mix of open spaces (from larger green public spaces to promote active lifestyles, to smaller areas of new homes) within a connected open space network including formal and incidental play, and food growing opportunities and enhanced links to the Public Rights of Way - to promote active and healthy behaviours?
7. Have play spaces been included into key location, promoting overlooking, accessibility, easy and safe access?
8. In edges that are more sensitive to natural and built context how has the design considered these as a 'transitional zones' to address the sensitive edges?

### Transport and Mobility

1. How will active travel be prioritised in or around the proposal?
2. In light to the modal shift required by HGC what design considerations have been made to limit vehicular movement across the proposed development and increase active travel routes? And how has a behavioural shift towards more sustainable modes of travel across the Growth Area been promoted?
3. How does the proposal link to the Nickey Line and the wider Public Rights of Way network? Have proposed routes considered the different design requirements of leisure and commuter routes?
4. Does the proposal provide an attractive active travel and public transport infrastructure with quick and easy links to influence the choice of travel among the residents living within the Growth Area?
5. Have connections to the wider active travel corridors including school journeys and their links to primary/central destinations such as places of study (schools), work and play been considered?

### Placemaking

1. Have the distances from the local centre and schools been prioritised in demonstrating a strategic layout promoting walkable neighbourhoods?
2. Has the proposal been based on the identified Area Types? And how does it contribute to the local character?
3. Have the wider connections to and from the Hemel Hempstead town centre been considered while allocating uses throughout the design process?
4. Does the proposal demonstrate how community infrastructure will be addressed to facilitate social interaction and create a sense of belonging among the local community?
5. Will the active travel routes help improve movement choices and influence a healthier physical and mental lifestyle for residents and visitors?
6. Does the proposal future proof the built form, facilities and future connections in order to adapt to changes in lifestyles, climate change and any other future requirements?

## 3.8 Glossary

This Glossary provides key definitions of terms that have been used within this Strategic Design Code. These definitions have been extracted from the HGC position statement definition, HGC 2050 Transport Vision & Strategy, HGC Green Infrastructure strategy, Land Trust, Dacorum and the NMDC.

### General

**Hemel Garden Communities (HGC) Programme:** is an ambitious proposal which will transform and grow Hemel Hempstead and create attractive, sustainable new neighbourhoods to its north and east by 2050.

**Hemel Garden Communities Programme area:** includes the existing town centre and whole town of Hemel Hempstead, the proposed growth areas to the north and east of the town which falls within both Dacorum and St Albans Local Authority land boundaries, the employment areas of Maylands Business Park and the proposed employment land which forms part of the Hertfordshire Innovation Quarter (Herts IQ) and Two Waters Opportunity Area and Apsley.

**Maylands Plus Masterplan:** The Maylands Plus Masterplan seeks to set out a short and long-term vision for the Maylands Business Park.

**National Model Design Code (NMDC):** provides detailed guidance on the production of design codes, guides and policies to promote successful design.

**Strategic Design Code:** Sets the strategic guidance and mandatory elements for the HGC vision and the site-wide strategy that will enable it to be achieved.

### Green and Blue Infrastructure

**Biodiversity:** The variety of all life on Earth: genes, species and ecosystems. It includes all species of animals and plants, and the natural systems that support them.

**Biodiversity Net Gain (BNG):** An approach to development and/or land management that leaves nature in a measurably better state. The Environment Act 2021 requires that new development delivers a minimum 10% increase in biodiversity, compared to the level before.

**Blue-Green Infrastructure:** Blue-green Infrastructure refers to the use of blue elements (like rivers, canals, ponds, wetlands, floodplains, water treatment facilities and sustainable drainage systems), alongside green elements (such as trees, forests and parks) in urban and land use planning.

**Design Code:** A set of illustrated design requirements for the physical development of a site or area. Design codes generally comprise a masterplan and a supporting set of written requirements, which address more detailed issues such as use of materials, landscaping, etc. Design codes can be adopted as supplementary planning guidance and become a material consideration in determining planning applications.

**Green Infrastructure:** A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

**Green Infrastructure** includes sites protected for their importance to wildlife or the environment, nature reserves, greenspace and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits. (HGC 2050 Transport Vision & Strategy definition)

**HGC Green Loop** - a strategic 'figure-of-8' cycle and walking route offering connections between places and key locations within Hemel Hempstead and beyond.

**Open Space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Nickey Line:** is a former railway line that linked Hemel Hempstead, Redbourn and Harpenden and was officially known as the Harpenden and Hemel Hempstead Railway.

**SANG:** "Suitable Alternative Natural Greenspace", is the name given to greenspace that is of a quality and type suitable for use as mitigation to offset the impact of new residential development on European Protected Natural 2000 sites; Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). The purpose of SANG is to provide an alternative greenspace to attract residents of new developments away from the protected and vulnerable sites.

**Greenway** refer to fully (or almost fully) off-road and traffic free routes.

## Transport and Mobility

**Hertfordshire Essex Rapid Transit** - A new east west passenger transport system connecting Hemel Hempstead with St Albans and beyond to Harlow, along the A414 corridor.

**Mobility Hub** A facility that provides a convenient interchange between a range of mobility types (public transport, bikes, scooters etc..) for all users and which is co-located with other community facilities such as cafés, shops, parcel drops etc.. For further advice, see CoMoUK Guidance.

**Sustainable transport** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

**Active Travel** 'Active travel' (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc.) for the purpose of making everyday journeys.

## Placemaking

**Place-making:** The process of shaping public spaces and buildings. Rooted in community-based participation, place-making involves planning, design, and management. It brings together diverse people (including professionals, elected officials, local groups, residents, and businesses) to improve a community's cultural, economic, social and environmental situation.

**Area type:** Parts of the local area that share common features and characteristics.

For example, a suburban area type might bring together a number of different housing estates with common densities, heights, building line, party wall condition etc., under the umbrella term "outer suburbs".

Common rules and parameters can then be applied to the "outer suburbs" area type in the design code. Example area types are provided in the National Model Design Code, but in practice area types should be defined locally

**Coding plan:** A plan at local authority level showing the local areas to which a code will apply. The coding plan can show:

- > Existing built-up areas
- > Landscape designated areas
- > Heritage areas
- > Protected open space
- > Special policy areas
- > Development areas

**Site study:** A mapping or diagrammatic exercise, detailing spatial information about a site and its immediate surroundings. A suggested list of information that could be included is provided within the context section of Guidance Note: Code Content.

**Context study:** A mapping exercise detailing spatial information about the area surrounding a site. A suggested list of information that could be included is provided within the context section of Guidance Note: Code Content.

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