

D.3

Planning Statement

Authored by David Lock Associates

November 2025

THE CROWN
 ESTATE

East Hemel

CONTENTS

CONTENTS..... 1

1.0 INTRODUCTION..... 1

 Form of the Application 1

2.0 CONTEXT, SITE LOCATION AND CHARACTERISTICS 6

 Context..... 6

 Site Location..... 8

Figure 1 9

 Site Characteristics 9

 Planning History 10

3.0 PROPOSED DEVELOPMENT..... 13

 Description of Development 13

 Summary of the Application Proposals 13

 Outline Application Parameters 15

 Detailed Access Plans 16

 Development Structure and Disposition of Land Uses 16

 Land to the east of the M1 20

5.0 PLANNING POLICY APPRAISAL 25

 National Planning Policy Framework (NPPF) (2024)..... 25

 The Development Plan..... 27

 Draft St Albans Local Plan 2041 29

 Green Belt and Very Special Circumstances 68

6.0 CONCLUSION OF POLICY APPRAISAL 74

7.0 DRAFT HEADS OF TERMS 76

8.0 AFFORDABLE HOUSING STATEMENT..... 79

ANNEXES

ANNEX A: EXTRACT SADC LP PART B: SITE ALLOCATIONS H2, H3 AND H4

ANNEX B: SUPPORTING REFERENCE PLAN

ANNEX C: SITE PLANNING APPLICATION HISTORY

1.0 INTRODUCTION

1.1 This Planning Statement is prepared by David Lock Associates (DLA) on behalf of The Crown Estate (TCE) in relation to an application for Outline Planning Permission for an urban extension of up to 4,000 homes and 53 ha of employment known as East Hemel.

1.2 The Planning Statement addresses the following:

- The site's location and physical context;
- The proposed development;
- The national and local planning policies that form the context for the proposal;
- The application proposals in light of the development plan, emerging local policy and national policy; and
- Drawing conclusions in relation to the sustainability of the proposals.

The Applicant and Ownership

1.3 The application is submitted on behalf of TCE. TCE owns and manages a large portfolio of land, property and the seabed across England, Wales and Northern Ireland. As well as owning land within the Hemel Garden Communities growth area, TCE's diverse portfolio includes significant areas such as London's West End and Windsor Great Park. TCE is committed to using our resources to benefit communities, the environment and the wider economy.

1.4 TCE is an independent commercial enterprise that is accountable to Parliament and guided by its unique purpose to 'create lasting and shared prosperity for the nation'. All net revenue profit is returned to the Treasury for the benefit of the public finances, with £5bn generated in the last 10 years.

1.5 TCE's aspiration is for this project to set a new benchmark for how large scale, residential-led mixed-use development with a thriving community at its heart can be delivered. East Hemel Hempstead has the potential to act as a catalyst and help to deliver wider transformation across Hemel Hempstead and contribute to meeting the housing and employment needs of St Albans.

Form of the Application

Duplicate Submission

1.6 Although the entirety of the built development proposed in the Application lies within St Albans' District, the Application has been submitted 'in duplicate' to both authorities. This

is because a small amount of land required for highway works in the western part of the Application area extends into the Dacorum Borough administrative area.

- 1.7 St Albans District and City Council (SADC) is the 'lead authority' for the Application. SADC has the legal responsibility for making a planning decision about the proposed development; Dacorum Borough Council has the legal responsibility for making a planning decision only on the highway works within its boundary.
- 1.8 Nonetheless, since the start of the pre-application discussions and public engagement on the draft proposals, it has been important for The Crown Estate as Applicant to engage fully and in an aligned manner with Officers, and those living in and representing the interests of both authority areas.

Matters submitted in Detail

- 1.9 Although the majority of the Proposed Development is submitted in Outline, there are two elements which are submitted in detail and not 'reserved' for subsequent approval:
- A414 Junction Works
 - B487 Hemel Hempstead Road (Redbourn Road) Junction Works
- 1.10 Detailed plans showing the works proposed at these junctions are included for approval. This will confirm the acceptability and deliverability of the scheme design and will facilitate early delivery of these works to open respective parts of the Site for built development.

Planning Application Documentation

- 1.11 The outline planning application is supported by an Environmental Statement. Due regard has also been given to St Albans City District Council's (SADC) validation list of outline planning application requirements, and as such comprises of a number of supporting documents. The full schedule of submitted drawings and documents is included within the Covering Letter and a summary list is provided below:

Forms:

- **Planning Application Forms, Ownership Certificates** including Agricultural Tenancies

Plans:

- **Site Location Plan**
- **Application Site Boundary Plan**

- **Parameter Plan 01 – Land Use**
- **Parameter Plan 02 – Green Infrastructure**
- **Parameter Plan 03 – Access and Movement**
- **Detailed Access Plans**

Documents for Approval:

- **Development Specification**

Supporting Documents:

- **Covering Letter**
- **Guide to the Application**
- **Statement of Community Involvement**
- **Design and Access Statement**
- **Planning Statement** (Incl. Draft Heads of Terms and Affordable Housing Statement)
- **Environmental Impact Assessment**, including the following topics:
 - Landscape and Visual Impact, including
 - *Landscape and Visual Impact Assessment*
 - Ecology and Nature Conservation, including
 - *Preliminary Ecological Appraisal*,
 - *Tree Survey*
 - *Arboricultural Implications Assessment*
 - Heritage and Archaeology, including:
 - *Archaeology Desk-Based Assessment*
 - *Outline Archaeological Mitigation Strategy*
 - Transport and Access, including
 - *Transport Assessment*

- *Framework Travel Plan*
- Air Quality, including
 - *Air Quality Assessment*
- Noise and Vibration, including
 - *Site Suitability Acoustic Design Statement*
- Agricultural Land Use, including
 - *Agricultural Classification Report*
 - *Soil Resource Management Plan*
- Water Resources and Flood Risk, including
 - *Flood Risk Assessment*
 - *Sustainable Urban Drainage System Strategy*
- Climate Change and Greenhouse Gases
- Socioeconomics, including
 - *Retail Impact Assessment*
- Health, including
 - *Health Impact Assessment*
 - *Outline Construction and Environmental Management Plan*
- **Stewardship Strategy**
- **Technical Reports**, including:
 - *Energy and Utilities Strategy*
 - *Energy and Sustainability Statement (inc. Climate Change)*
 - *Topographical Survey*
 - *Outline Waste Management Plan*
 - *Biodiversity Net Gain Assessment Report*

- *Habitat Regulations Assessment Report*

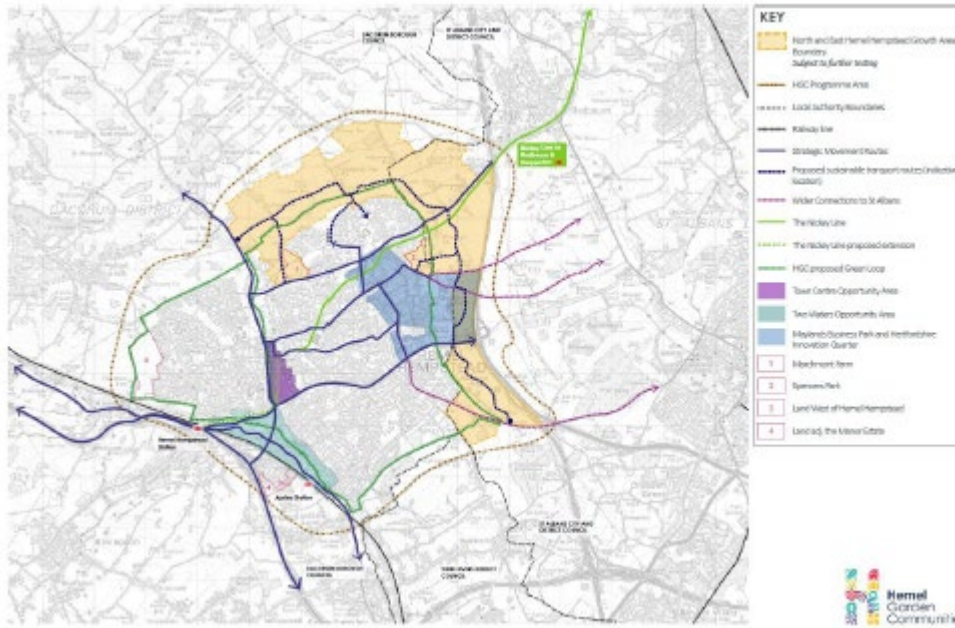
Supporting Plans:

- ***Illustrative Masterplan***
- ***Reference Plan***
- ***Site Constraints Plan***
- ***Building Heights Plan***
- ***Demolition Plan***

2.0 CONTEXT, SITE LOCATION AND CHARACTERISTICS

Context

2.1 East Hemel is designated as part of the Hemel Garden Communities (HGC) Growth Area. This is set out in the SADC Local Plan Part A (Submission Version) which includes the HGC Programme Area in Figure 3.1 and Figure 3.2 Indicative Concept Plan for the HGC Growth Areas. These are reproduced below.



Source: Figure 3.1 of the SADC Local Plan Part A (Submission Version)



Source: Figure 3.2 of the SADC Local Plan Part A (Submission Version)

- 2.2 The HGC Programme is an ambitious proposal to transform and grow Hemel Hempstead and create attractive, sustainable new neighbourhoods to its north and east by 2050.
- 2.3 Collaborating as a partnership St Albans City and District Council (SADC), Dacorum Borough Council (DBC), Hertfordshire County Council (HCC), the Hertfordshire Local Enterprise Partnership (Herts LEP) and the Hertfordshire Enviro-Tech Enterprise Zone, known as Hertfordshire Innovation Quarter (Herts IQ), are working together, alongside stakeholders and landowners.
- 2.4 The HGC Programme area covers the town of Hemel Hempstead, within the borough of Dacorum, as well as proposed growth areas straddling both Dacorum and St Albans district to the north and east of the town and wider movement routes beyond. The organisations set out above are working to develop a strategic approach to ensure the homes, employment opportunities and new infrastructure is transformative to the whole town of Hemel Hempstead and the wider area.

- 2.5 To assist with understanding the existing spatial components of the site, a Constraints Plan has been submitted as supporting information.

Site Location

- 2.6 The Site comprises 356.8 hectares of land to the east of Hemel Hempstead. For the purposes of describing the different parts of the Site within this Planning Statement, the Site has been sub-divided into four areas, as shown on Figure 1 below:
- East Hemel (EH) North, comprising the area of the Site within draft SADC Local Plan allocation *H2 East Hemel Hempstead (North)*. This comprises the part of the Site to the north of Punchbowl Lane and south of the B487 Hemel Hempstead Road (Redbourn Road);
 - EH Central, comprising the area of the Site within draft SADC Local Plan allocation *H3 East Hemel Hempstead (Central)*. This comprises the part of the Site to the south of Punchbowl Lane and to the north of the A414;
 - EH South, comprising the area of the Site within draft SADC Local Plan allocation *H4 East Hemel Hempstead (South)*. This comprises the part of the Site to the south of the A414 and north of the A4147 St Albans Road ; and
 - EH East, comprising additional land to the east of the M1 motorway required for drainage works to serve the employment area and for habitat creation to support Biodiversity Net Gain.

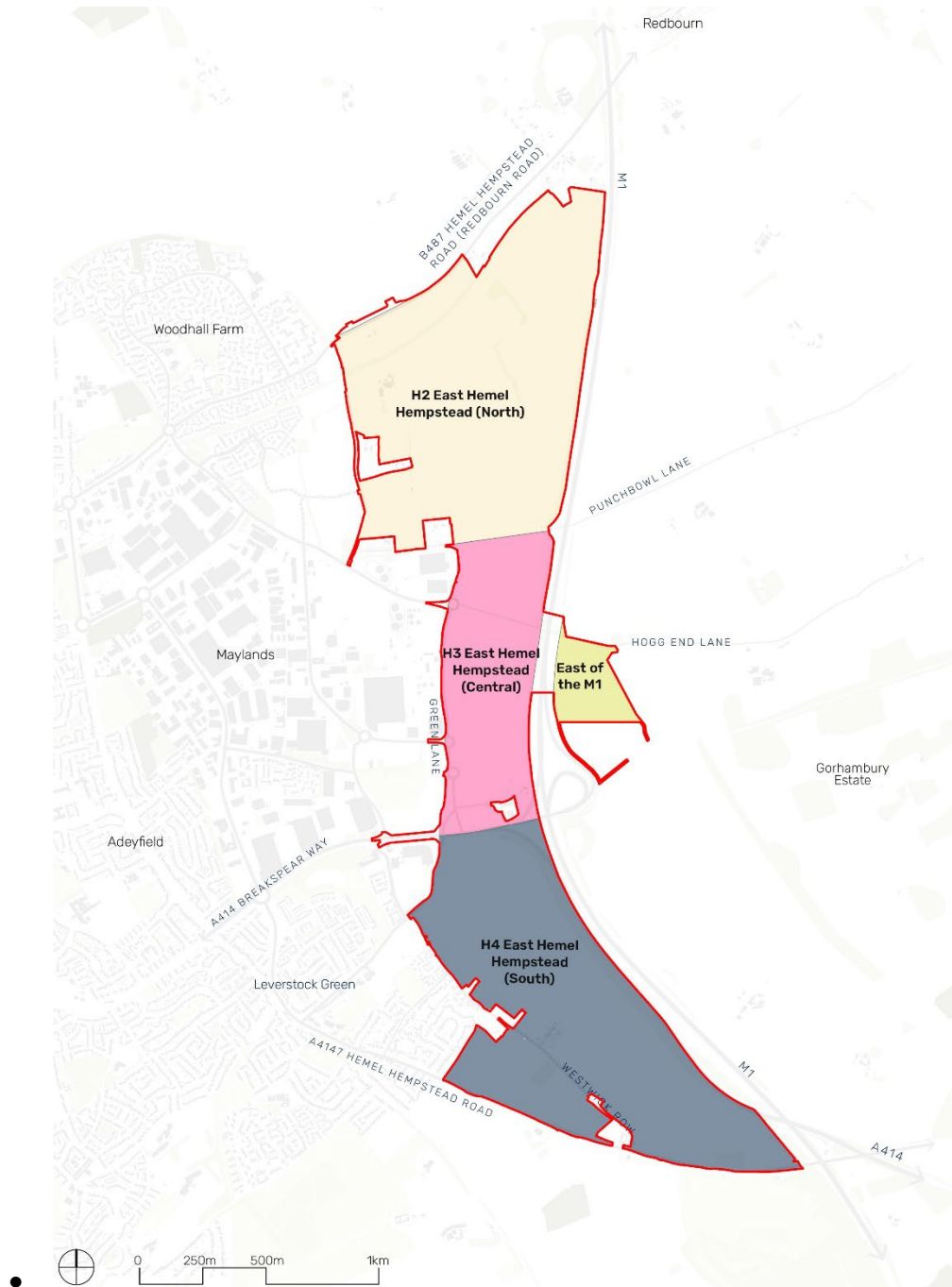


Figure 1

Site Characteristics

2.7 The Site is largely undeveloped and comprises several irregular shaped fields in arable cultivation, with some fields used for pasture (including grazing horses). Much of the Site is bordered by the M1 motorway to the east, the B487 Hemel Hempstead Road to the north (which is known as Redbourn Road to the west), urban areas of Hemel Hempstead to the west (including the neighbourhoods of Spencer’s Park and Leverstock Green and Maylands Industrial Estate) and the A4147 Hemel Hempstead Road to the south.

- 2.8 Key site characteristics and the application red line boundary are shown on the supporting Reference Plan provided in Annex B.
- 2.9 The Nickey Line (a disused railway line that now forms a long-distance footpath and cycle way), Punchbowl Lane, Hogg End Lane and the A414 Breakspear Way all extend east-west across the site. An area of 12.7 ha of land to the east of Junction 8 of the M1 is included within the application boundary in order to deliver drainage mitigation for the development.
- 2.10 The topography of the Site undulates from c. 100m AOD at the northern most tip in the area of the B487 Hemel Hempstead Road to c. 135m AOD adjacent to Cherry Tree Lane, c. 138m AOD adjacent to Junction 8, c. 115m AOD at Westwick Farm and rising to c. 140m AOD at the south-western most area of the Site. The topographic highs are located in the northern and southern parts of the Site and the wider area is typified by rolling chalk hills.

Planning History

- 2.11 A full schedule of the site's planning application history is provided in Annex C.

Drainage

- 2.12 The Site is located within Flood Zone 1, and the flood risk from surface water, groundwater, sewers, drainage infrastructure and reservoirs is considered to be relatively low.
- 2.13 There are several watercourses, drainage ditches and ponds located within the Site which have been considered in the assessments and have informed the masterplanning which has shaped the proposed development.

Ecology and Landscape

- 2.14 The site is within 4.3km of the Roughdown Common Site of Special Scientific Interest (SSSI) and falls within the SSSI Impact Risk Zones.
- 2.15 The site lies within the Ashridge Commons and Woods Buffer, and is situated 10km from the Chiltern Beechwoods Special Area of Conservation (SAC), which forms part of the Chilterns National Landscape (formerly AONB).
- 2.16 In addition, the Howe Grove Wood Local Nature Reserve (LNR) is located within 2.37km of the site.
- 2.17 There is an existing 48ha area of Strategic Alternative Natural Greenspace (SANG) known as Bunkers Park, located approximately 500m to the south west of the site.
- 2.18 There are a number of existing landscape features across the site including established hedgerows and trees. These have been taken into account in the assessments and have informed the masterplanning which has shaped the proposed development.

Transport and Access

- 2.19 There are a number of existing roads located bordering and through the Site. These include the B487 Hemel Hempstead Road (Redbourn Road) on the northern boundary of the site and the A4147 Hemel Hempstead Road to the south.
- 2.20 In addition, there are other roads bordering or through the Site including Cherry Tree Lane and Punchbowl Lane in EH North, Green Lane, Hogg End Lane and Breakspear Way A414 in EH Central and Green Lane and Westwick Row in EH South.
- 2.21 Existing public rights of way across the Site are FP13 in EH North, FP3 in EH Central and FP5 in EH South. There is also FP7 on the land located East of the M1. Although not a formal public right of way, the Nickey Line through EH North is acknowledged as an established route between Hemel Hempstead and Harpenden along the alignment of the disused railway.

Noise and Air Quality

- 2.22 The existing local and strategic road network including the M1 motorway in proximity to the Site means that there is the potential for noise and air quality to impact on the proposed development. This has been taken into account in the assessments and the results have informed the masterplanning and defined mitigation measures for the proposed development.

Heritage

- 2.23 There are a number of designated heritage assets located within the Site boundary. These are set out below and shown on the supporting reference plan in Annex B.

Description	Grade
Wood End Farm Cottages	II
Large Barn At Wood End Farm, 30 Metres South South West Of Farmhouse	II
Wood End Farmhouse	II
'Breakspears'	II
Westwick Row Farmhouse	II
L-Shaped Range Of Barns On South Side Of Farmyard At Westwick Row Farm	II

- 2.24 In addition to those set out above, there are a number of designated heritage assets outside of the Site boundary, within the 1km study area. Those assets which have been specifically assessed in detail within the Heritage Assessment for East Hemel are set out below.

Description	Grade
Restaurant At Aubrey Park Hotel	II
Large Timber Framed Barn At Kettlewells Farm	II
Cowshed At Kettlewells Farm	II
Rectangular Garden Wall 100 Metres North Of Old Gorhambury	II
Small Stable Block, 30 Metres North Of Old Gorhambury	II

Remains Of Old Gorhambury	I
Temple Cottage (300 Metres South Of Old Gorhambury)	II*
Westwick Hall	II
Dell Cottage	II
King Charles II Cottage	II
Westwick Cottage	II*
Hill End Cottages	II
Hill End Farmhouse	II
The Cottage	II
North And East Ranges Of Outbuildings Bounding The Main Yard At Corner Farm	II
West Range Of Outbuildings Bounding The Main Yard At Corner Farm, Including Pigsty	II
Corner Farmhouse	II
L-Plan Range Of Outbuildings On South And East Sides Of East Yard At Corner Farm	II
Beechtree Cottages	II
Gorhambury	II
Aubreys Camp	N/A (Scheduled Monument)
Bacon's House, Gorhambury	N/A (Scheduled Monument)
Romano-Celtic temple complex at Wood Lane End, 280m SW of Woodwells Farm	N/A (Scheduled Monument)

2.25 The presence of these assets has been taken into account in the assessments and have informed the masterplanning and defined mitigation measures for the proposed development.

3.0 PROPOSED DEVELOPMENT

- 3.1 As set out within the Planning Appraisal section of this Planning Statement, the proposed development reflects the policy requirements of SADC's Local Plan allocations H2, H3 and H4. The full policy wording (Submission Version) is appended in full at Annex 1.

Description of Development

- 3.2 The formal **Description of Development** is as follows:

"Outline application for: urban extension comprising two new neighbourhoods and a new employment zone. The development to include new dwellings (including affordable housing and specialist accommodation for older people); new employment and industrial floorspace and ancillary facilities, a sports hub and Sports Pitches; green infrastructure and landscaping works (to include a country park, formal and informal open space, amenity space, Suitable Alternative Natural Greenspace, managed woodland, ecological areas); early years, nursery, primary and secondary education facilities; local centre uses (to include retail, community and employment uses; health and fitness, gym and other cultural and recreational uses; medical centre; transport mobility hubs; drainage works (including foul and surface water drainage infrastructure); ancillary infrastructure works; vehicular and active travel infrastructure; improvements to the Nickey Line and delivery of a proportion of the Hemel Garden Communities Green Loop; land for Gypsy and Traveller pitches; provision of an active travel bridge over the A414; safeguarded land for M1 Junction 8 improvements; ground remodelling, acoustic bund, engineering and demolition works. All matters reserved save for access from the A414/Green Lane junction and access from the B487/ Hemel Hempstead Road (Redbourn Road)."

Summary of the Application Proposals

- 3.3 As set out in the Development Components within the submitted **Development Specification**, this application seeks Outline Planning Permission for:
- Up to 4,000 new dwellings (Class C3) including up to 640 elderly care / extra care units (Class C2 residential institutions) and 16 supported living units.
 - Up to 190,600 sq.m of Employment Use including up to 54,500 sq.m Business and Research & Development (Class E(g)); and up to 104,250 sq.m Distribution (Class B8); and up to 31,850 sq.m Mixed Industrial Uses (Class B2 / Class E(g)(iii)).
 - Three Primary Schools (Class F1) incorporating Early Years provision on sites of 2.03ha per 2FE school site, and 2.92ha per 3FE school site (up to 7.87ha in total).
 - Secondary School (Class F1) for up to eight forms of entry on a site of not more than 10.78 hectares.
 - Up to 2,000 sqm in total of Community Uses (Classes F1 and F2) including community centres and meeting places, library use, places of worship and other community facilities.

- Up to 2,300 sqm of health care services (Class E(e) including medical and dental services.
- Up to 18.8ha for a Sports Hub and Sports Pitches including up to 3,400 sqm in total of sports hub uses in Class E(d). Up to 775 sqm health and fitness, gym and other cultural and recreational uses in Class E(d).
- Up to 525 sqm nursery uses in Class E(f).
- Up to 76.8 ha of Suitable Alternative Natural Greenspace (SANG).
- Green infrastructure and landscape works to include a country park, formal and informal open space, including natural / semi-natural open space, parks & gardens, amenity space, managed woodland, ecology areas and links including mitigation works, green corridors, outdoor sports facilities including changing facilities, play areas, allotments and associated lighting and infrastructure.
- Ancillary infrastructure works.
- Transport Mobility hubs.
- An active travel (pedestrian and cycle) bridge over the A414.
- Vehicular and active travel access points and connections to the surrounding highway.
- Vehicular and cycle parking including electric vehicle charging points.
- Pedestrian, cycle, equestrian, vehicle and bus routes, with associated bus stops, crossings, street furniture and lighting.
- Improvements to existing Public Rights of Way.
- Improvements to the Nickey Line through the site. Delivery of the Hemel Garden Communities (HGC) Green Loop through the site.
- Land for up to 40 Gypsy and Traveller pitches.
- Safeguarded land for M1 Junction 8 improvements.
- Engineering works including ground remodelling.
- Creation of bund (incorporating acoustic fencing) in East Hemel North and East Hemel South, adjacent to the M1 motorway.
- Any necessary demolition of existing buildings.
- Retention of and improvements to listed buildings (subject to separate Listed Building Consent).
- Infrastructure works (comprising energy/utilities provision and diversions as necessary).
- Drainage works including foul drainage infrastructure, sustainable drainage systems and multi-function stormwater attenuation features.

3.4 All matters (Access, Appearance, Landscape, Layout and Scale) are reserved for future determination, save for access from the A414/Green Lane junction and access from B487/Hemel Hempstead Road (Redbourn Road).

Outline Application Parameters

- 3.5 The parameters which set the principles of development to be approved in the Outline Planning Application are set out in the Parameter Plans and Development Specification.

Parameter Plans

- 3.6 The Parameter Plans define the disposition of land uses, open spaces, key access points, movement networks and infrastructure and the broad location for key facilities. There are three Parameter Plans submitted for approval:

- *Parameter Plan 01 – Land Use*
- *Parameter Plan 02 – Green Infrastructure*
- *Parameter Plan 03 – Access and Movement*

Development Specification

- 3.7 Because of the scale and complexity of the proposed development, the Development Specification of what is being proposed is set out in through three elements:

- The *Description of Development* being applied for;
- A Schedule of *Development Components*; and
- A list of *Spatial Principles*.

- 3.8 The formal **Description of Development** is set out above in paragraph 3.2.

- 3.9 A schedule of **Development Components** is a more detailed list setting out the size and nature of each element of development within the Description of Development. The Schedule of Development Components is set out in part B of the submitted Development Specification.

- 3.10 The **Spatial Principles** are a written description of the components of development designed to clarify the spatial aspects of their provision to be agreed as part of the outline application. They are designed to accompany and be read alongside the **Parameter Plans**. The spatial principles relate to a number of key elements of the development including green infrastructure, extent of built form, water, ecology, heritage, connectivity and transport and how development will interface with key features within the site (such as existing properties and the Nickey Line). The list of Spatial Principles is set out in part C of the submitted Development Specification.

Detailed Access Plans

- 3.11 The proposed junction improvement works at A414 Breakspear Way/Green Lane are being applied for in detail as part of this application. In addition, an access from B487/ Hemel Hempstead Road (Redbourn Road) is being applied for in detail.
- 3.12 Detailed Access Plans set out the proposed junction design for which detailed approval is sought. References for these drawings are provided in the submitted Covering Letter.

Proposed Junction on B487 Hemel Hempstead Road (Redbourn Road)

- 3.13 The detailed extent of works to the B487/Hemel Hempstead Road (Redbourn Road) comprises a new main junction which will serve as a gateway access point for East Hemel from the B487 but will also provide gateway access to land to the north of the B487 which is being promoted separately by developers Bloor and Pigeon and is allocated in the draft SADC Local Plan as Site H1 North Hemel Hempstead. The detailed works also include a bus-only junction to the west of the main junction.
- 3.14 The land subject to detailed access proposals from the B487/Hemel Hempstead Road (Redbourn Road) overlaps with the proposed Planning Application boundary for North Hemel, The extent of overlapping boundary and the design details for this highways access are identical in both Planning Applications.
- 3.15 The Development Specification proposes a number of spatial principles for the B487/ Hemel Hempstead Road (Redbourn Road). These are duplicated in the North Hemel Hempstead (H1) Outline Planning Application. Other details for this gateway are to be secured at reserved matters stage (such as drainage and landscaping) and will need to be in accordance with these spatial principles.
- 3.16 Illustrative details will be provided within the DAS for each application to demonstrate how the proposed gateway to Hemel Hempstead in this location can be delivered in the context of proposed development at North Hemel Hempstead (H1) and East Hemel Hempstead (North)(H2).

Development Structure and Disposition of Land Uses

- 3.17 The structure of the proposed development as a whole and the disposition of land uses and open spaces across the site has been influenced by the landscape context, existing features and topography within the Site, but also its proximity and functional and physical relationship with existing communities and the urban areas within Hemel Hempstead.
- 3.18 A comprehensive explanation for how the design of the development has evolved since its inception is set out in the Design and Access Statement and this document should be read to understand the full design context and ethos for the Proposed Development.

East Hemel Neighbourhoods

3.19 A summary of how the proposed development is structured is set out below:

- Two discrete mixed residential neighbourhoods, reflecting the established neighbourhood structure of Hemel Hempstead and well related to Spencer's Park in the north and Leverstock Green in the south;
- A commercial neighbourhood in the centre of the site, reflecting the proximity to the established Maylands industrial area but cognisant of the relationship to Buncefield and the constraints this poses;
- A substantial Country Park in the northern neighbourhood, designed around the opportunity provided by the undulating topography to create a strategic 'green' and 'blue' infrastructure asset for communities and provide Suitable Alternative Natural Greenspace ('SANG') whilst maintaining separation between the urban area and the settlement of Redbourn east of the M1. Integration of the Nickey Line as a key east-west feature through the Country Park with prioritisation of walking and cycling ('active travel') movements throughout the neighbourhood, and activity focused in a new local centre, primary and secondary school, with a new Sports Hub and pitches adjacent to the Park. A sustainable transport corridor (STC) runs north-south the neighbourhood from a new junction on the B487 to link southwards through the commercial neighbourhood to the A414 and beyond;
- A substantial Valley Park in the southern neighbourhood, designed to follow the lower parts of the Site to create a strategic linear park through the new neighbourhood which also incorporates sustainable drainage solutions. Prioritisation of walking and cycling ('active travel') movements throughout the neighbourhood, alongside a continuation of the STC providing sustainable travel priority north-south from the A414 to Leverstock Green Road (A4147). Activity focused on a smaller local centre with primary school, designed to complement the existing centre at Leverstock Green, with a second primary school designed to serve the northern part of this neighbourhood, reflecting the distribution and walkable catchments to existing schools in Leverstock Green and its surroundings. Sports pitches and pavilion at the southernmost extent of the neighbourhood to reinforce the green and open setting of land to the south.

The Sustainable Transport Corridor (STC)

3.20 The Sustainable Transport Corridor (STC) is a policy requirement for all sites which make up the HGC Growth Areas, creating a route for sustainable travel throughout the Growth Area (running from the A4147 through East Hemel to the B487, then running northwards from B487 through North Hemel Hempstead to North West Hemel Hempstead to connect with Leighton Buzzard Road in the far west).

- 3.21 The STC will be delivered throughout the East Hemel application site (between the A4147 and B487), designed alongside and integrated with each of the varied built development areas and landscape settings.

Components of each Neighbourhood

- 3.22 For the purposes of this Planning Statement, we have described the various elements and features of the proposed development which incorporate the policy requirements of the local plan. A full assessment of the Proposed Development against draft policy is set out in Section 5 below.

Northern Neighbourhood (EH North)

- 3.23 The northern neighbourhood comprises residential development of around 1,600 homes, together with supporting facilities including a 3FE primary and 8FE secondary school, a new local centre with medical centre and a range of formal and informal green space.
- 3.24 The STC will run north-south through this neighbourhood, crossing the Nickey Line at-grade with the STC likely to narrow at this location to minimise impact on the cycleway, and accompanied by a series of wider improvements along the Nickey Line through the site.
- 3.25 EH North includes a substantial Country Park (to be classed as Suitable Alternative Natural Greenspace 'SANG'), with an area identified for a Sports Hub adjacent to the country park.
- 3.26 A planted noise bund will be delivered along the eastern edge of the area, adjoining the M1, to mitigate potential noise and air quality effects.
- 3.27 The existing Wood End Farm and associated buildings (Grade II listed buildings) will be retained and repurposed, with the exact use to be established through subsequent detailed / Listed Building applications.
- 3.28 Sustainable Urban Drainage Systems (SuDS) will be provided through the Country Park, and via swales and other urban features within development areas. Other ponds which serve a range of amenity, ecology and recreation purpose (known as 'multi-value' ponds) will also be provided within the Country Park (not connected to the SuDS drainage system). Details of SuDS and other ponds will be subject to detailed applications.
- 3.29 A Neighbourhood Park, Neighbourhood and Local Equipped Areas of Play (NEAPs and LEAPs) will also be delivered.

Commercial Neighbourhood (EH Central)

- 3.30 The commercial neighbourhood comprises a broad range of employment uses, distributed in such a way as to provide for a wide range of occupier needs but working within the constraints of this part of the Site. In line with planning policy requirements for this Site, logistics and mixed industrial uses are focused towards the north of the commercial

neighbourhood where the land and topography can accommodate larger floorplate uses, with smaller scale business, research and development uses including an innovation hub located further south.

- 3.31 The Sustainable Transport Corridor (STC) will run through the commercial neighbourhood, connecting to the rest of the East Hemel Hempstead. It is proposed that the existing Hogg End Lane and Punchbowl Lane which run east-west through the commercial area will be subject to restricted access and be downgraded to Quietways.
- 3.32 Within the northern part of the commercial neighbourhood, on land that is well related to the northern residential neighbourhood, provision of up to 20 Gypsy and Traveller pitches is proposed as shown on Parameter Plan 01. The details of this provision will be subject to detailed applications and will be informed through ongoing discussions with the Gypsy and Traveller community as well as the planning authority.
- 3.33 Part of the movement principle associated with the STC is to provide good active travel connectivity across the A414 north- south between neighbourhoods, supplementing bus and active travel at-grade crossing priority at the improved A414 Green Lane junction (works for which are being applied for in detail as part of this application). To meet this requirement, a new pedestrian/cycle bridge is proposed over the A414 east of the junction, to connect the southern and central neighbourhoods and facilitate active travel movements throughout the East Hemel development. Detailed designs for the bridge will be subject to a subsequent detailed application, but the locations for the bridge 'landing areas' north and south of the A414 are shown on Parameter Plan 03.
- 3.34 Land is also safeguarded to facilitate a future overbridge connection across the M1 in order to enable the future delivery of Phase 2 of Project Breakspear (a long term proposal for an upgrade of J8 of the M1). Further details on this matter are provided in the Transport Assessment.

Southern Neighbourhood (EH South)

- 3.35 The southern neighbourhood comprises residential development of around 2,400 homes, together with supporting facilities including two primary schools (one 2FE, one 3FE), a new local centre and a range of formal and informal green space.
- 3.36 The Sustainable Transport Corridor (STC) will run north-south through this neighbourhood, designed to bridge the low parts of this area through the Valley Park to enable continuity of east-west green infrastructure and ecological links.
- 3.37 A planted noise bund will be delivered along the eastern edge of this area, adjoining the M1 to mitigate potential noise and air quality effects.

- 3.38 The existing Westwick Row Farm and associated buildings (Grade II listed buildings) will be repurposed, with the exact use to be established through subsequent detailed / Listed Building applications.

Land to the east of the M1

- 3.39 An area of land is included within the planning application boundary east of the M1 for the provision of drainage works as part of the wider Sustainable urban Drainage System (SuDS) to serve the employment area and for habitat creation to support Biodiversity Net Gain (see Figure 1 above).

4.0 IMPLEMENTATION OF THE PROPOSED DEVELOPMENT

4.1 This section provides an overview of how the Proposed Development will be delivered over the project period. Due to the length of time that it will take to build the project out, it is important to retain sufficient flexibility to respond to changing circumstances whilst fixing the key parameters for development which will govern all subsequent details.

All Matters Reserved Except for Access

4.2 Although the application is submitted in Outline, as noted in section 3 above there are two elements which are submitted in detail and not 'reserved' for subsequent approval:

- A414 Junction Works
- B487 HH Road/Redbourn Road Junction Works

4.3 Detailed plans showing the works proposed at these junctions are included for approval. This will confirm the acceptability of the scheme design and will facilitate early delivery of these works to open up each respective part of the Site for built development.

The Tiered Approach

4.4 It is anticipated that the Proposed Development will be brought forward in a series of Key Phases over a number of years. Infrastructure and community provision will be provided early, aligned with the growth of the new community and increase in new residents, and triggers for this provision through the development will be defined through the s106 agreement.

4.5 In line with the general structure shown on the diagram below, details of the development will be brought forward through subsequent reserved matters applications that accord with the parameters established by the Outline aspects of this Planning Application.

4.6 Prior to the approval of reserved matters, Design Codes will be submitted and approved to provide guidance for each Key Phase. The Code will provide more specific guidance to help manage design quality in development areas around the Site consistent with the DAS and Spatial Principles which form part of this Outline application. Reserved Matters Applications will then come forward in accordance with the approved components of the Outline application and approvals secured as part of relevant Key Phases.

4.7 The delivery of housing and employment will be supported by infrastructure as required including early and timely provision of supporting uses, open spaces and services suitably related to development, in line with the Spatial Principles established within the Development Specification (for approval) and the key design principles as set out in the DAS that supports this Outline Application.

Tier 1

Outline Planning Permission Whole Site

Approvals:

- Parameter Plans to fix parameters
- Detailed Access Plans
- Development Specification fixing quantum and spatial principles
- Conditions
- Section 106 Agreement
- Site Wide Strategies (post approval)



Tier 2

Key Phase Approval Key Phase 1

Approvals:

- Key Phase Definition (location and quantum within the Key Phase)
- Key Phase Design Code inc. Regulatory Plan to – setting out design codes for RMAs to follow and define locations of land uses within the Key Phase
- Delivery Plan and Section 106 Update Statement – to identify progress against infrastructure delivery
- Key Phase Technical Requirements – additional reports to support technical areas e.g. Archaeology, Heritage, Drainage and Ecology.

Tier 3

Reserved Matters Applications

Components within a Key Phase

Approvals:

- Housing
- Other buildings and structures
- Grey, green and blue infrastructure

Tier 2 & 3

REPEAT

Tiers 2 and 3 are repeated for future Key Phases within the East Hemel Outline Planning Permission.

Phasing

- 4.8 Maintaining flexibility is fundamental to the success of a strategic development, as such projects are typically delivered over an extended timeframe and in a changing policy, market, and environmental context. Large-scale schemes must be capable of adapting to evolving housing needs, economic conditions, and community aspirations, as well as responding to new legislation, infrastructure priorities, and technological advancements.
- 4.9 A flexible approach to the sequencing of development phases ensures that the development can remain deliverable and resilient, while still achieving its overarching vision and objectives. This adaptability also allows for phased delivery to respond to funding availability and infrastructure provision, ensuring that the development continues to meet the needs of future generations while maximising opportunities for innovation and sustainable growth.
- 4.10 Further details required by conditions on the Outline application will be submitted under the Tier 2 framework as each Key Phase comes forward, including the defined area of the key phase setting out its relationship with existing other key phases and progress of delivery against the section 106 agreement obligations. This will be agreed before Tier 3 (Reserved Matters) applications can be approved for that Key Phase.

Tier 1 (Outline)

The Parameter Plans, Development Specification and other approved plans approved through the Outline Planning Application provide the fixes and set enforceable limits upon the design

of the scheme moving forwards. Enforced through planning conditions and Section 106 Agreement there is sufficient control to ensure the consented scheme as a whole is acceptable in planning terms.

Tier 2 (Key Phase)

- 4.11 Following grant of outline planning permission, and any site wide requirements under Tier 1, a Tier 2 Key Phase Approval stage is proposed which would enable an additional level of detail to be submitted to and approved by the Council prior to consideration of reserved matters. The mechanism for approval is anticipated to be secured via condition and dealt with under delegated powers. The approval will be in two parts: first definition of the next Key Phase, setting out the proposed quantum of land uses within that key Phase, supported by a justification. Following this is the approval of the 'Key Phase Framework and Technical Requirements' encompassing submission and approval of the information to support the development of the Defined Key Phase. All Key Phase material will need to be in accordance with the parameters fixed at the Outline stage.
- 4.12 The extent of the information which SADC might seek to approve for each Key Phase is to be finalised but is likely to be:
- A Key Phase Design Code including Regulatory Plan.
 - A Delivery Plan setting out the proposed delivery programme in relation to any relevant matters in the Section 106 Agreement and as may be proposed as part of a Key Phase
 - A S106 Update Statement identifying progress against Key Phases already approved and detailing any proposals necessary to address any shortfall / overprovision.
 - A Suite of Technical Documents likely to include:
 - Key Phase Archaeological Written Statement of Investigation
 - Key Phase Heritage Statement
 - Key Phase Heritage Mitigation Strategy
 - Key Phase Ecological Mitigation and Enhancement Strategy
 - Key Phase Surface and Foul Water Drainage Strategy
 - Key Phase Site Investigation
 - Key Phase BNG Assessment

4.13 These documents will establish the design and delivery framework for the Key Phase and subsequent reserved matters applications will be submitted in accordance with this 'Framework'.

4.14 The quality and implementation of the Proposed Development will benefit greatly from design coding and delivery planning at the Key Phase rather than Site Wide scale. Within the context of up-to-date market intelligence and best practice, detailed provision can be made with confidence about what is achievable in each key phase of development. The Design Code can be more than just a guidance tool: rather than a one size fits all document for a whole site trying to anticipate the unknown, it can be focused and effective through use of a detailed regulatory plan linked to the delivery plan.

Tier 3 (Detailed)

4.15 Reserved Matters Approval (Tier 3) provides detailed proposals for layout, buildings, landscape, movement and infrastructure.

4.16 Reserved Matters application proposals will need to be in accordance with the parameters fixed at the Key Phase / Outline stage.

Summary

4.17 This scale of development needs a phased approach. The Councils and TCE as Applicant have agreed a way of structuring the next stages of planning to control and facilitate the effective and efficient phased delivery of the scheme. This proposed approval process (which is set up through planning conditions and legal obligations) builds upon good practice elsewhere.

4.18 The key features of the approach are:

- Maintain flexibility to ensure the development stays modern as new best practices are found.
- Streamlining decision making across the 3 stages of the planning application reduces the burden on the LPA, with high-level planning issues to be considered on the first submission, and more technical and design detail to follow in the 2nd and 3rd stages.
- Increased stakeholder engagement, with this approach providing 3 opportunities for consultation on proposals as opposed to 1 or 2.

5.0 PLANNING POLICY APPRAISAL

5.1 The following section sets out a summary of the planning policy as it relates to the Proposed Development and offers an assessment of the proposals against local policy requirements and guidance.

National Planning Policy Framework (NPPF) (2024)

5.2 The latest version of the NPPF was published in December 2024 and is a material consideration to which significant weight should be attached in determining the planning application. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

5.3 Policies of relevance to the consideration of this application are noted below:

- **Paragraph 2** of the NPPF states that applications for planning permission will be determined in accordance with the development plan unless material considerations indicate otherwise.
- **Paragraph 8** of the NPPF sets out the principle of sustainable development in terms of three overarching objectives. An economic objective, to help build a strong, responsive, and competitive economy. A social objective, to support strong, vibrant, and healthy communities, and an environmental objective, to protect and enhance our natural, built, and historic environment.
- A presumption in favour of sustainable development lies at the heart of the NPPF (**Paragraph 11**) which for decision taking means approving development proposals that accord with an up-to-date development plan without delay. Supporting Footnote 8 clarifies what is meant by out-of-date policies, highlighting that "*for applications involving the provision of housing situations where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (with appropriate buffer); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years*". This then enacts paragraph 11d) of the NPPF, which determines that permission should be granted "*unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits [..]*" when assessed against the policies in the NPPF itself.
- **Paragraph 48** requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- **Paragraph 61** refers to the need to significantly boost the supply of homes and gives importance to the need to ensure that a sufficient amount and variety of land can come forward where it is needed.

- **Paragraph 64** expects the affordable housing requirements to be met on site in accordance with the local need identified by policy, with a greater emphasis upon Social Rent homes.
- **Paragraph 77** states that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new homes or significant extensions to existing villages and towns, provided that they are well located and designed and supported by the necessary infrastructure and facilities.
- **Paragraph 96** expects planning policies and decisions to achieve healthy, inclusive, and safe places which promote social interaction, are safe and accessible, and enable and support healthy lives. This can be enabled through the provision of safe and accessible green infrastructure, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.
- As set out in **Paragraph 98** planning decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places etc) and other local services to enhance the sustainability of communities and residential environments.
- **Paragraph 103** states the importance of access to a high-quality open space network with opportunities for sport and physical activity, to support the health and well-being of communities.
- **Paragraph 105** states that planning policies and decisions should protect and enhance public rights of way and access.
- When considering development proposals (**Paragraph 117**) the NPPF expects applications to give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, facilitate access to high quality public transport and address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- To achieve appropriate densities, **Paragraph 129** states that development that makes efficient use of land be supported.
- **Paragraph 131** supports the creation of high quality, beautiful and sustainable buildings and places and references good design as a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- **Paragraph 170** seeks to resist inappropriate development in areas at risk of flooding by directing development away from areas at highest risk (whether existing or future and supports the use of opportunities provided by new development and improvements

in green and other infrastructure to reduce the causes and impacts of flooding (making as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management).

- **Paragraph 187** relates to natural and local environment, seeking protection and enhancement of valued landscapes, minimising impacts on and providing net gains for biodiversity.
- **Paragraph 207** states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.

5.4 In parallel to the new NPPF, the Government has also published a new 'Standard Method' to be used for the purposes of calculating local housing need. The new calculations present a general trend of increasing housing need for most areas. Under the new Standard Method St Albans District Council is subject to an 87.6% increase in housing need, with a requirement to provide 1,660 homes per annum compared with 885 homes per year previously.

The Development Plan

- 5.5 Section 38(6) of the *Planning & Compulsory Purchase Act 2004* (as amended) requires that planning applications must be determined in accordance with the prevailing development plan unless material considerations indicate otherwise.
- 5.6 This statement reviews the Proposed Development against the relevant statutory development plan policies and other material considerations.
- 5.7 The *Draft St Albans Local Plan 2041* has been submitted for Examination by the Planning Inspectorate and the Part 1 Hearings were completed in Summer 2025 and Part 2 Hearings were completed in Autumn 2025. The Draft Local Plan covers the period 1 October 2024 to 31 March 2041.
- 5.8 The draft Local Plan is therefore at an advanced stage of progression, having been subject to two rounds of consultation and examination in public. However, the current Plan remains as the *District Local Plan Review 1994* until it is superseded by the new Local Plan.
- 5.9 Although a small proportion of this Outline Planning Application falls within Dacorum Borough Council, the works within Dacorum do not include any built development so it is considered that only policies relating to transport and highways will be relevant for consideration.

City and District of St Albans District Local Plan Review 1994, Saved and Deleted Policies Version (July 2020)

- 5.10 The Local Plan was adopted in 1994. In 2007, relevant policies were saved by the Secretary of State. The Local Plan is significantly out of date with reference to paragraph 11(d), due

to its historic nature which does not address the current need for development and is not in accordance with the latest National Planning Policy Framework (NPPF).

- 5.11 Nonetheless, due to this plan being the latest adopted version, the below policies are deemed relevant.

Policy 1 Metropolitan Green Belt New development within the Green Belt shall integrate with the existing landscape. Siting, design and external appearance are particularly important and additional landscaping will normally be required. Significant harm to the ecological value of the countryside must be avoided.

Policy 2 Settlement Strategy The District Council will seek to protect and enhance the essential character of existing settlements. Proposals contrary to the policies in the design and environment and the conservation and historic buildings chapters of the Plan (chapters 8 and 9) will not normally be permitted.

Policy 5 New Housing Development in Specified Settlements Presumption in Favour of housing development on (ii) other sites where housing is consistent with the policies of this Plan.

Policy 34: Highways Considerations In Development Control Discusses the reasons a development will be permitted, as long as the development complies with several highways considerations.

Policy 62 Community Care The provision of small community care homes and hostels will be encouraged.

Policy 65 Education Facilities and 65A Day Nurseries and Creches Establishes the criteria for the assessment of new educational development.

Policy 69 General Design And Layout All development shall have an adequately high standard of design taking into account Context, Materials and other policies.

Policy 70 Design And Layout Of New Housing Establishes that the design of new housing development should have regard to its setting and the character of its surroundings.

Policy 74 Landscaping And Tree Preservation Sets out how the council will take account of Landscape and Trees.

Policy 84 Flooding And River Catchment Management and 84A Drainage Infrastructure Sets out how the council will assess development against flood principles.

Policy 88 New Uses For Historic Buildings sets out how development can change the use of listed buildings and other buildings of historic interest.

Policy 91 Location Of Leisure Facilities New leisure proposals and extensions to existing facilities will not normally be permitted unless acceptable in terms of location, access, car parking, environmental impact and safety.

Policy 96 Medium Intensity Leisure Uses In The Green Belt Within Landscape Conservation Areas, Type B uses will normally be permitted if they conform to Policy 104. Where possible, redundant land and buildings should be used.

Policy 102 Loss Of Agricultural Land Development which would result in the loss of agricultural land will be assessed against Land Quality and Farm Economics and Management.

Policy 104 Landscape Conservation The Council will seek to preserve and enhance the quality of landscape throughout the District.

Policy 106: Nature Conservation The Council will take account of ecological factors when considering planning applications and will refuse proposals which could adversely affect SSSI and Nature Reserves.

Policy 110 Archaeological Sites For Local Preservation Planning permission will not be granted for development which would adversely affect the remains within, or the character of, the sites for local preservation as defined on the Proposals Map.

Policy 143b Implementation The district council will expect planning applications for the development of sites to include within them, provision for the infrastructure consequences.

Draft St Albans Local Plan 2041

- 5.12 The SADC *Draft Local Plan 2041* is about to conclude its Examination by the Planning Inspectorate, with the Stage 1 Examination in Public (EiP) concluding in early May 2025, and Stage 2 of the EiP concluding in mid December 2025. .
- 5.13 Due to the Draft Local Plan 2041 reaching the EiP Stage, paragraph 49 of the NPPF 2024 is engaged, with greater weight being attributed to the plan due to its advanced preparation.
- 5.14 The application should not be considered premature when considered against paragraph 50 of the NPPF 2024: the proposed development is in accordance with draft district wide policies; the entirety of land within the application Site falls within proposed site allocations; and the policies have been subject to plan-level sustainability and viability appraisal within the Local Plan evidence base.

Presumption of Sustainable Development

- 5.15 Paragraph 11 of the NPPF sets the context for Sustainable Development; proposals in accordance with the development plan are to be approved without delay and where there are no relevant development plan policies, or the policies which are the most important for

determining the application are out of date, then permission should also be granted. It is anticipated that this application will not be determined until the Local Plan, which will secure the site allocations, has been adopted. However, due to the application being submitted ahead of the adoption of the Local Plan, subsequent sections of this Planning Statement demonstrate how Very Special Circumstances can be established and the Green Belt designation does not provide a reason for refusal.

- 5.16 It is considered that proposed development is sustainable, demonstrating achievement of the three overarching objectives set out at the principle of sustainable development in Paragraph 8 of the NPPF. The proposed development works towards the economic objective, building a strong, responsive, and competitive economy, by creating jobs in construction and providing and improving infrastructure.
- 5.17 The proposed development achieves the social objective of supporting strong, vibrant, and healthy communities, delivering much needed homes, including affordable, and creating open space that promotes social interaction and spaces for exercise, which also aligns with Paragraph 96 of the NPPF. New pedestrian infrastructure will help foster active travel and opportunities for play and recreation.
- 5.18 The proposed development achieves the environmental objective, retaining existing trees and hedgerows of value through their integration within the development framework as part of a robust green infrastructure network, delivering development on a Site wholly within Flood Zone 1 and creating a sustainable urban drainage system to manage surface water and improve flood risk, deliver water quality betterment and enhance biodiversity.
- 5.19 Based on the above evaluation and the clear and evidenced intention of the Authority to meet a proportion of its land supply through the allocations of East Hemel Hempstead (H2-H4) within the forthcoming Development Plan, it is considered that Outline Permission could be granted in accordance with the NPPF unless any adverse impacts significantly and demonstrably outweigh the benefits of the proposal.
- 5.20 There are a number of strategic and specific policies in the emerging local plan¹ which are of relevance to the proposed development for which the outline application has been submitted:
- **Strategic Policy SP1: A Spatial Strategy for St Albans District.** The proposal accords with the Spatial Strategy by delivering growth within a settlement identified in the highest tier of the settlement hierarchy (Tier 1), promoting sustainable patterns of development with access to a range of services, facilities, and sustainable transport modes. The scheme contributes to housing delivery in line with the identified need for

¹ The appraisal is based on the submission version policies of the SADC Local Plan as at the point of application submission SADC has not published any Main Modifications for consultation.

at least 14,603 dwellings (2024–2041) and supports mixed-use development as encouraged for Broad Locations and Large Sites.

- **Strategic Policy SP2: Responding to the Climate Emergency.** A full range of green infrastructure and SuDS measures are integrated into the layout to improve resilience to climate change and deliver biodiversity net gain, consistent with the Council's objective to achieve net zero by 2030. The development will explore a fabric-first approach to **energy** efficiency, on-site renewable energy provision (e.g. solar PV), and water-saving technologies to meet the water stress threshold as part of a detailed submission. More details can be found in the *Energy and Sustainability Statement (inc. Climate Change)* submitted in support of the application.
- **Strategic Policy SP3: Land and the Green Belt.** The Application Site has been identified as a Broad Location (through 3 site allocations) for development through a rigorous site selection process which prioritised previously developed and sustainably located land. The majority of the Site will be removed from the Green Belt by virtue of the adoption of the local plan. The Draft Local Plan and Policies Maps shows part of the EH North Site as remaining in the Green Belt. Should this position remain unchanged post-Examination and upon adoption of the Local Plan, then where parts of the Site are being retained in Green Belt, the scheme complies with the Very Special Circumstances tests, and contributes to the delivery of compensatory improvements such as enhanced public access, habitat connectivity and landscape buffering.
- **Strategic Policy SP4: Housing.** The proposed development includes a commitment to deliver policy compliant levels of affordable housing across the scheme, including First Homes and social rent. Upon adoption of the plan, the policy requirement to provide 40% affordable housing provision will be confirmed, with the exact mix of tenures and dwelling sizes to be agreed in the S106 Agreement and delivered through Reserved Matters applications. Affordable housing provision will reflect identified local needs in place at the time, including family housing and opportunities for downsizing.
- **Strategic Policy SP5: Employment and the Local Economy.** Part B of the draft Local Plan sets out that EH (Central) will deliver 53 ha of employment land, with 10% of any development required to contain units for SMEs. This quantum is accommodated within the commercial area as defined on the Land Use Parameter Plan (PP01), with the exact mix of uses to be agreed through future detailed applications.
- **Strategic Policy SP6: City, Town and Village Centres and Retail.** Established principles for Broad Locations regarding new local centres reflects the proposal for provision of local centres included in the application proposals. A Retail Impact Assessment has been provided in support of the application which details the local centre and retail uses proposed and how these would complement and not adversely affect existing centres once operational.

Compliance with SADC Local Plan Part A (District Wide)Hemel Garden Communities

- 5.21 The site is subject to wider policy in the emerging Local Plan, first as a Broad Location (Policy LG1 relates), and second as part of the Hemel Garden Communities Programme and Growth Areas, to which Policies LG2 and LG3 refer.
- 5.22 The following tables sets out an evaluation of how the proposed development supports the policy objectives set out in Policies LG1 and LG2, and how, through a deliberate and landscape-conscious design, will accord with the detailed site requirements for Growth Areas sought by the Council as set out in in Policy LG3.
- 5.23 *Policy LG1* sets out overarching policy objectives for the defined Broad Locations of which East Hemel application area covers three (H2, H3, H4).

Policy LG1 Broad Locations	Evaluation of Application
<i>Proposals within the defined Broad Locations must:</i>	
<i>a) Demonstrate a coordinated, Masterplanned approach to development with appropriate input from the District and County Council, statutory consultees, local communities, landowners and other stakeholders; including Dacorum Borough Council for Hemel Garden Communities. The approach should be in accordance with the District's Strategic Sites Design Guidance.</i>	TCE has engaged in extensive pre-application discussions with the District and County Council, statutory consultees, local communities, landowners and other stakeholders to influence the proposed development submitted as part of this Outline Planning Application. Full details of how the masterplanning of the site has evolved, including through independent Design Review, are set out in the Design and Access Statement (DAS).
<i>b) Be undertaken in a coordinated way where there are different landowners</i>	As set out earlier in this Statement, the evolution of the proposals has resulted in a common approach being adopted to the design and delivery of infrastructure to serve the adjacent but separately-controlled landholdings at North Hemel and East Hemel. Extensive engagement between TCE and Pigeon Investments/ Bloor Homes have confirmed a common design of the B487/Hemel Hempstead Road (Redbourn Road) junction to be pursued through both applications, plus a suite of aligned Spatial / Design Principles for the interface/edges of the two development areas set out in the development specification and DAS.
<i>c) Demonstrate accordance with Local Plan policies and the requirements set out in Part B</i>	The appraisal tables provided elsewhere within this Planning Statement demonstrate this accordance.
<i>d) Demonstrate excellence in design, energy efficiency and water management</i>	Supporting details are submitted within the DAS and technical information within the Environmental Statement.

e) <i>Provide appropriate renewable energy production and supply mechanisms</i>	Supporting information is submitted within the Energy and Sustainability Statement (inc. Climate Change)
f) <i>Provide necessary transport, community, green, health and other infrastructure in a timely manner to support development</i>	This application is supported by a draft Section 106 Heads of Terms (see Section 7 of this Planning Statement). This sets out how a full suite of supporting infrastructure will be secured within the Section 106 agreement. There may also be infrastructure provision and mitigation measures secured via condition or brought forward at a detailed design stage.
g) <i>Demonstrate accord with any relevant Supplementary Planning Document, Masterplan or Development Brief</i>	<p>The proposals for East Hemel fully accord with the overarching HGC Framework Plan and evidence base, prepared to provide a spatial framework to bring together each of the requisite parts of the Growth Areas as a cohesive whole.</p> <p>The SPDs to which HGC sites relate, and which will provide further guidance to supplement local plan policies, are still in preparation. However, TCE continues to engage with HGC to ensure East Hemel can align with policy, design and delivery objectives.</p>
h) <i>Provide 40% Affordable Housing in accordance with Local Plan policy</i>	Up to 40% Affordable Housing (AH) is to be provided at East Hemel; the approach to AH is set out within Section 8 (Affordable Housing Statement) of this Statement, and its delivery will be set out as part of the section 106 agreement.
i) <i>Provide 3% of the total number of homes as Self-build or Custom Housebuilding</i>	Land for Self-build and Custom Build homes will be provided in line with policy. Although the precise housing mix is not yet established, the phasing and details of SCB provision will be agreed at the Key Phase stage.
j) <i>Make efficient and effective use of the site, with a minimum overall net density of 40 dwellings per hectare; utilising a range of densities that take account of adjacent character, uses and identity</i>	The application proposals meet the policy requirements in terms of minimum densities across the site. Details on the approach to density and character of development are provided within the submitted DAS.
k) <i>Provide housing size, type and mix as set out in Local Plan Policy; proposals will also have regard to the most up-to-date evidence on housing need including the Council's latest evidence base</i>	As noted in respect of Policy HOU1, because of the scale of development and longevity of the build out period, an overall housing mix for East Hemel is not fixed at Outline stage but will be addressed at the Key Phase stage having regard to up to date evidence.
l) <i>Demonstrate how the proposal integrates with and where</i>	Strategies for movement and access including active travel, both within and

<p><i>appropriate seeks to improve the existing transport network with reference to the LCWIP. Proposals should include excellent walking and cycling links, including accessible routes and public transport services upgrades / improvements</i></p>	<p>around the site, are integral to the design of EH; details are set out variously within the submitted Parameter Plans, the DAS, the Transport Assessment (including mitigation measures), and the Framework Travel Plan.</p>
<p><i>m) Normally retain significant healthy trees and other important landscape features</i></p>	<p>Retention and enhancement of landscape features and significant healthy trees has been a key driver informing the development proposals, assessed through the Environmental Assessment and has informed the Parameter Plans and green infrastructure strategy (see DAS). Detailed design will follow this approach.</p>
<p><i>n) Plant at least 1 semi-mature tree for each dwelling; for C2 accommodation plant 1 semi-mature tree for every 2.5 dwelling equivalent bed spaces</i></p>	<p>This requirement is noted; details will follow at Key Phase and RMA stages to establish the appropriate species mix and amount of trees to be provided across different areas of the Site.</p>
<p><i>o) Provide new or provide contributions to enhance existing strategic, sports facilities, local and recreational public open space, including managed woodland and ecological network links</i></p>	<p>The Development Components (Part B) within the submitted Development Specification sets out the sports facilities, open space, and ecological networks to be provided as part of the proposed development to meet the objectives of this policy alongside the site specific requirements.</p>
<p><i>p) Positively relate and integrate the development to the surrounding buildings and landscape, and be informed by a comprehensive Landscape and Visual Impact Assessment which addresses the recommendations of the Council's Landscape and Visual Appraisal 2024</i></p>	<p>The Landscape and Visual Impact of the submitted Environmental Statement (Chapter 7) sets out an assessment of the proposed development in relation to Landscape and Visual Impact. The submitted DAS includes a Landscape Strategy.</p>
<p><i>q) For sites listed in Appendix 5, be informed by a detailed Heritage Impact Assessment and Archaeological Desk-Based Assessment which address the recommendations of the Council's Heritage Impact Assessment 2024</i></p>	<p>The Heritage & Archaeology chapter of the ES (Chapter 9) sets out further details relating to the heritage assets within and surrounding the site and how these are to be accommodated, enhanced, and / or mitigated.</p>
<p><i>r) Ensure that land use, density, landscaping and form have regard to the topography of the site and identified landscape impacts</i></p>	<p>The submitted DAS sets out how the proposed development has responded to the existing topography of the site and takes into consideration landscape impacts.</p>
<p><i>s) Establish an appropriate Community Stewardship and Legacy body with sufficient assets to provide long term sustainable management of community facilities and / or open spaces</i></p>	<p>The application is accompanied by a Stewardship Strategy governing TCE's approach to long term stewardship and estate management.</p>

t) <i>Have due regard to any relevant Neighbourhood plan(s)</i>	An assessment of relevant Neighbourhood Plans has been included elsewhere within this Statement.
u) <i>Demonstrate the co-location of community facilities (such as schools, shops, community centres, strategic public open space) in order to reduce the number of trips that residents have to make and encourage the use of active travel modes</i>	The submitted Parameter Plans and Development Specification set out how community and supporting facilities have been co-located to encourage multi-use trips and people to travel sustainably. Details and outcomes for sustainable and active travel are provided in the DAS and Transport Assessment.
v) <i>Normally provide contributions towards the maintenance and / or upgrade of an existing community hall or village hall nearby, which is secured by appropriate mechanism such as a S106 agreement.</i>	A range of community facilities will be provided on site to meet the needs of the development (secured through conditions/106 Heads of Terms), in line with site allocation requirements and pre-application engagement with relevant service providers.

5.24 Policy LG2 sets out the overarching objectives of the HGC Programme insofar as these relate to growth and infrastructure. It comprises five key ways in which development proposals can support wider HGC Programme Objectives:

Policy LG2 Support for Transformation of Hemel Hempstead	Evaluation of Application
<i>Within St Albans District, the Hemel Garden Communities programme will deliver at least 4,300 new homes by 2041, and 5,500 homes in total by 2050, delivering this through a network of new garden communities to the north east and east of Hemel Hempstead.</i>	The EH application seeks consent for 4,000 new homes – the full quantum of development allocated for the site allocations H2 and H4. The application is being submitted in advance of the adoption of the local plan to help ensure that the timeframes envisaged in Policy LG2 for the delivery of new homes within the SADC part of the Growth Areas can be met.
<i>An expanded Maylands Business Park, the Hertfordshire Innovation Quarter, will provide new higher skilled employment and learning opportunities with the creation of around 6,000 jobs. Further job creation, will be enabled in the HGC Growth Areas including in the education, retail, health and leisure sectors.</i>	The EH application seeks consent for 53 hectares of new employment land (the full quantum of development allocated for site allocation H3) in order to deliver the policy aspirations of LG2 in relation to the expanded Maylands Business Park. This will generate a full range of jobs including new higher skilled employment and learning opportunities. Additional employment opportunities will be realised as set out in LG2 (education, retail, health and leisure jobs) as part of the creation of two new mixed-use neighbourhoods in the north and the south of the application site.
<i>All development in the HGC Programme Area must follow a planned and coordinated approach to growth and infrastructure and is expected to be in accordance with Local Plan Infrastructure Delivery Plans (IDPs),</i>	East Hemel sits within the Programme Area and in the evolution of the application proposals, has followed a planned and co-ordinated approach to its development and infrastructure provision.

<p><i>Hemel Garden Communities Spatial Vision, the supporting HGC Framework Plan evidence base including HGC Concept Plan, HGC Local Plan Policies, and supporting SPDs and Design Codes.</i></p>	<p>This has included engaging over a long period with HGC on the emerging Spatial Vision and HGC Framework Plan and Concept Plan (with which the East Hemel proposals fully align), and with adjacent land interests at North Hemel (site H1) to ensure that design principles and the design of infrastructure at the interface of the two developments adopts a well-planned and co-ordinated approach.</p>
<p><i>Developers and promoters in the HGC Growth Areas must work together and closely with the Councils to secure a collaboration agreement which ensures an integrated and seamless approach across site boundaries. Critical infrastructure necessary to support development must be delivered ahead of occupation. Proposals must not prejudice or impede the provision of wider infrastructure required within the HGC Programme Area.</i></p>	<p>Extensive pre-application activity has occurred with SADC, DBC, the County Council and HGC officers as part of the preparation of the application proposals.</p> <p>The approach to the provision of infrastructure to support development at East Hemel has been a key part of this engagement.</p> <p>The timing of provision of infrastructure will be agreed through the s106 agreement, taking into account pre-application discussions.</p> <p>The proposals do not impede or prejudice any wider infrastructure delivery.</p>
<p><i>Infrastructure, contributions and wider funding will be required to deliver on and off-site infrastructure, in accordance with the above documents.</i></p>	<p>Because of the scale of delivery, a good proportion of the supporting infrastructure needed at East Hemel will be delivered on site. Off-site infrastructure required to mitigate the impacts of the development and help support wider HGC objectives will be agreed through the s106 agreement.</p>

5.25 Policy LG3 is a comprehensive criteria-based policy setting out a number of ‘place principles’ for development within the HGC Growth Areas:

<p>Policy LG3 Hemel Garden Communities Growth Areas Place Principles</p>	<p>Evaluation of Application</p>
<p><i>To enable the transformation of Hemel Hempstead, the design and delivery of HGC Growth Areas within the Hemel Garden Communities Programme Area must adhere to the following requirements:</i></p>	
<p>Pillar 1 – Green Network <i>a) Achieve and seek to exceed at least 10% Biodiversity Net Gain (BNG)</i></p>	<p>The proposal will achieve at least 10% BNG as set out in the BNG Assessment Report submitted in support of the application.</p>
<p><i>b) Provide Suitable Alternative Natural Green Space (SANG) as part of an appropriate mitigation strategy for Chilterns</i></p>	<p>76.8 ha is being provided as SANG to mitigate against increased footfall on the Chilterns Beechwood SAC.</p>

<i>Beechwood Special Area of Conservation (CBSAC);</i>	
<i>c) Provide a variety of supporting green and blue infrastructure such as parks, open spaces, greenways, ecological corridors, sustainable drainage solutions, sports and leisure facilities, food growing and health and wellbeing projects as outlined in the HGC Green Infrastructure Strategy and HGC Health and Wellbeing Strategy;</i>	30% of the Site is proposed as publicly accessible green space, with blue infrastructure featuring throughout. Sport facilities will be supported primarily in the northern purpose-built sports hub as well as additional facilities in the south. There will be a range of uses permitted within the local centres and community clusters to support health and wellbeing.
<i>d) The design and layout of development should be landscape-led and should include early delivery of open space and structural landscaping in order to avoid or minimise adverse impacts on the Chilterns National Landscape, views in and out and its setting in perpetuity;</i>	Consideration of landscape, topography and green infrastructure has been front and centre in the evolution of the proposals and has led to a development which is shaped by its landscape setting (see DAS for details which also includes the Landscape Strategy). The Key Phase approach provides the ability to deliver early strategic GI and the proposals are supported by a Landscape and Visual Impact Assessment (LVIA) to demonstrate how adverse impacts on the Chilterns National Landscape have been minimised.
<i>e) Deliver the Key and Local Transport Network, as set out in the HGC Transport Vision & Strategy document, to provide direct sustainable travel connectivity between existing and proposed key and local destinations. Interventions are required to achieve a target of 60% of all journeys starting, ending or within the HGC Growth Areas and 40% of all journeys starting, ending or within the existing town of Hemel Hempstead, to be undertaken by active and sustainable modes by 2050;</i>	The Sustainable Transport Corridor and other key elements set out in the HGC Transport Vision & Strategy document are included as part of proposed development. The development will mitigate against the increased traffic flows, will introduce interventions to aid in achieving the modal shift targets and includes a Monitor and Manage approach to ensuring interventions can deliver on the modal shift sought throughout the development's delivery. Further details are provided in the Access and Movement Parameter Plan (PP03), DAS and Transport Assessment.
<i>f) Create a well-connected town with permeable neighbourhoods by providing logical access points at regular intervals for walking and cycling;</i>	Sustainable transport has been considered throughout the proposal including a series of on and off-site mitigation measures to enhance walking and cycling that will be secured through the Section 106 agreement.
<i>g) Provide high quality bus priority, bus, cycle and walking networks, infrastructure and wayfinding, that prioritises active travel and enables the most convenient and efficient journeys to local centres and key and local destinations across the town;</i>	Bus priority and active travel has informed the design of development and proposed transport mitigation (see TA) and will be secured through the Section 106 agreement.
<i>h) Enhance and improve Public Rights of Way including to existing local footpath links and wider countryside access;</i>	Incorporation of and improvements to Public Rights of Way will be delivered as part of this application.

<p>Pillar 2 – Integrated Neighbourhoods</p> <p><i>a) Well-integrated new neighbourhoods that respect and complement adjacent existing neighbourhoods and the wider existing neighbourhood structure of Hemel Hempstead. Proposals should be in accordance with the neighbourhood structure and guidance set out in the HGC Strategic Design Code and HGC Framework and Transformation SPD;</i></p>	<p>The creation of new neighbourhoods at East Hemel is a central design driver for the proposed development (see DAS). The Land Use Parameter Plan defines two residential neighbourhoods and a central commercial neighbourhood, well related to the existing pattern of neighbourhoods in Hemel Hempstead. Detailed design of neighbourhoods will follow the spatial principles within the EH Development Specification and will be secured through Design Codes and further detailed submissions at Key Phase and Reserved Matters Stage.</p> <p>The importance of integration was raised at the Design South East Design Review Panel. Details on these two panel sessions can be found on page 140 of the DAS.</p> <p>As SPD guidance for HGC is yet to be formally published, the applicant will continue to engage with HGC to ensure alignment of design approaches.</p>
<p><i>b) Deliver new local centres, and enable improvements to existing local centres and Hemel Hempstead Town Centre, and ensure new centres support and complement existing centres;</i></p>	<p>New local centres will complement existing local centres such as Leverstock Green and Wood Hall Farm to allow them to thrive. This application is supported by a Retail Impact Assessment which demonstrates how this is achieved.</p>
<p><i>c) New neighbourhood local centres must be designed in close proximity to schools, the Sustainable Transport Corridor and include mobility hubs;</i></p>	<p>The Land Use Parameter Plan sets out the broad locations of new local centres relative to schools, STC and mobility hubs, all of which are included in the proposal. Additional details are also set out in the Development Specification spatial principles.</p>
<p><i>d) The east and north Growth Area Sustainable Transport Corridor (STC) must be delivered in a coherent and integrated approach, facilitate the mode share targets, and provide appropriate priority to active and sustainable modes over the private car and provide public transport links along its length (e.g. bus);</i></p>	<p>The delivery of the STC through the East Hemel Site allows for its connection to North Hemel and beyond through the delivery of a new junction at the B487/ Hemel Hempstead Road (Redbourn Road). Spatial principles within the Development Specification demonstrate how the STC will prioritise active and sustainable travel (and further details around its character and specification are set out in the DAS and TA).</p>
<p><i>e) Provision and location of affordable housing will be agreed with the council, taking account of the need to create balanced communities and the council's most up-to-date evidence on housing need;</i></p>	<p>The provision and location of AH will be established at each Key Phase and at detailed design stage but AH is expected to be seamlessly integrated into the wider mixed neighbourhoods.</p>
<p><i>f) Minimise the impact on the surrounding landscape setting, including the Chilterns National Landscape and its setting, whilst</i></p>	<p>Through a landscape led masterplanning approach, the development will minimise impact to environmental and heritage designations including the Chilterns</p>

<p><i>achieving a minimum overall net density of 40 dwellings per hectare;</i></p>	<p>National Landscape. The proposed development will meet the policy requirements for a minimum overall net density of 40 dwellings per hectare whilst minimising the impact on the surrounding landscape setting as set out in the LVIA. The precise densities will be established at detailed design stages.</p>
<p><i>g) Delivery of Key Projects including a Household Waste Recycling Centre and Local Authorities Depot facilities to meet the needs of new and existing communities;</i></p>	<p>There is no requirement at East Hemel to provide an on-site waste recycling centre. The application is supported by an Outline Waste Management Plan which sets out the principles and approach to waste management and recycling, including innovative solutions being explored at EH. Contributions to support the provision of a facility elsewhere may be sought as part of the s106 agreement.</p>
<p><i>h) Deliver Herts IQ and improvements to Maylands Business Park and Hemel Hempstead Town Centre to support the priority for new highly skilled jobs and learning opportunities;</i></p>	<p>The commercial neighbourhood (EH Central (site allocation H3) includes land for uses to align with and support Herts IQ and the area as a whole will function as an extension to Maylands Business Park.</p>
<p><i>i) Deliver high standards of urban design, architecture and landscaping that promotes climate resilience and healthy lifestyles;</i></p>	<p>The spatial principles within the Development Specification and Parameter Plans set the framework for the delivery of high-quality development which positively responds to the context of the existing site and its surroundings. The DAS which also includes the Landscape Strategy and the Energy and Sustainability Statement (inc. Climate Change) submitted in support of the application set out the vision and key principles which will be secured through Key Phase and Reserved Matters stages. Design Codes will be approved for each Key Phase prior to the approval of reserved matters applications.</p>
<p><i>j) Where appropriate, utilise on-site advanced manufacturing, modern methods of construction and reuse materials as part of a circular economy approach;</i></p>	<p>Details of construction methods and materials will form part of the detailed submission in accordance with the Outline Construction Environmental Management Plan. The supporting Energy and Sustainability Statement also captures the opportunities for sustainability in construction across a range of technical areas.</p>
<p><i>k) Public realm will be inclusive and of the highest quality enriched with local public art and heritage trails and interpretation and effective wayfinding;</i></p>	<p>Supporting information is provided within the Design and Access Statement. Details of public realm design will be secured at detailed design stage through design Codes and planning applications at Tier 2 and Tier 3 stages.</p>
<p><i>l) Where appropriate, co-locate community facilities and services (including local</i></p>	<p>The approach to local centres and provision of local facilities is set out in the DAS. The interrelationship of land uses have been carefully considered and</p>

<i>centres, sports, education, childcare and health facilities);</i>	appropriate uses are co-located as shown on the Land Use Parameter Plan.
<i>m) Deliver sports and physical activity provision in a comprehensive and coordinated manner across all HGC Growth Areas; A fabric first approach contributing towards the delivery of net zero homes;</i>	The proposed development includes a Sports Hub within the northern neighbourhood and sports pitch and pavilion within the southern neighbourhood to provide for sports and physical activity to serve the needs of the development (see Parameter Plan PP02).
Pillar 3 - Self-sustaining Economy	
<i>a) Prioritise higher skilled jobs and learning opportunities in Herts IQ / Maylands Business Park and Hemel Hempstead Town Centre to help balance communities, and promote development and jobs creation that supports learning, enterprise, innovation and skills diversification;</i>	The Development Specification sets out the quantum proposed for a range of job creating uses to support the development including dedicated employment land within EH Central as well as employment uses as part of local centres and jobs generated in the on-site education and sports facilities.
<i>b) Maximise opportunities for living, working and socialising locally through the creation of walkable neighbourhoods that prioritise walking and cycling;</i>	The Land Use Parameter Plan PP01 establishes the principles for mixed-use neighbourhoods and the Access and Movement Parameter Plan PP03 and DAS demonstrate the priority afforded of the creation of neighbourhoods that support walking and cycling within East Hemel.
<i>c) Enable the regeneration of and high quality investment in Hemel Hempstead Town Centre;</i>	Due to its scale and long-term nature, the proposed development at East Hemel will support increased investment in the wider town and increased footfall to support Town Centre vitality and viability. There will be opportunities for improved connections to the Town Centre to encourage residents at East Hemel to travel sustainably. These measures are set out within the submitted Transport Assessment and Travel Plan. This application will also be supported by a Retail Impact Assessment to ensure existing retail uses are complemented by the local centres proposed at East Hemel, which should boost the vitality of existing retail facilities.
<i>d) Digital infrastructure on and off-site including ultra-fast fibre-optic broadband to homes and businesses or similar technology as it becomes available;</i>	Application is supported by an Energy and Utilities Strategy. A flexible approach to utilities provision for the development has been taken to allow for new technological changes. Provision of gigabit ready broadband to serve the new development is included within the submitted Energy and Utilities Strategy.
<i>e) Delivery of remote office hubs, starter units / incubator space, grow-on space, alongside training and higher education facilities in key destinations including local centres;</i>	This forms part of the wider vision for the EH Central commercial area as well the Local Centres, and will be explored further through Key Phase and submission of detailed applications.

<i>f) Promotion of opportunities for environmental sustainability, green and agricultural technology, circular economy principles, sustainable construction, digital connectivity and innovation;</i>	These principles have been explored as part of the application through supporting documents including within the Energy and Sustainability Statement (inc. Climate Change), and will be delivered through detailed applications.
<i>g) Establishing strong community partnerships including voluntary sector organisations.</i>	Extensive public engagement has been undertaken prior to the submission of this application. Community engagement and partnership working with key existing stakeholders are considered be central to the creation of successful new communities at East Hemel. The Stewardship Strategy submitted in support of the application sets out TCE's approach to establishing strong community partnerships.
Pillar 4 - Engaged Communities	Extensive public engagement has been undertaken prior to the submission of this application. Numerous meetings with the relevant LPAs and technical consultants have been undertaken as part of informing and refining the application proposals prior to submission.
<i>a) Delivery of strong community partnership arrangements between landowners, site promoters, Councils, voluntary sector organisations and residents;</i>	
<i>b) All proposals will deliver on the strategic principles and ambitions for stewardship and legacy placemaking across the HGC Growth Areas to maximise strong governance and engagement of communities;</i>	A supporting Stewardship Strategy has been submitted to guide the delivery of East Hemel which includes TCE's approach to stewardship and legacy placemaking.
<i>c) Proposals should identify appropriate funding and a variety of income generating community assets to secure long-term funding, maintenance, management and stewardship arrangements;</i>	A supporting stewardship strategy has been submitted to guide the delivery of East Hemel which includes TCE's approach to funding, maintenance and management of community assets.
<i>d) Support for early activation projects, such as employment opportunities and community facilities, ahead of and alongside the delivery of homes.</i>	The timing of provision of any 'early activation projects' will be set out in the S106 agreement and their delivery will form part of the detailed submissions at Key Phase (Tier 2) and Reserved Matters Applications (Tier 3).

Transport

- 5.26 Strategic Policy *SP8 Transport Strategy*, *TRA1 Transport Considerations for New Development* and *TRA2 Major Transport Schemes* set out the most relevant Transport specific policies for East Hemel. The proposed development supports a shift away from private car use through a well-connected, legible layout and integration with the HGC Transport Vision and Strategy. Bus priority routes, cycleways and mobility hubs are proposed, with contributions towards off-site upgrades. The Framework Travel Plan supported by the Section 106 Heads of Terms signposts how these transport measures to achieve modal shift will be secured.
- 5.27 *TRA3 Development Generating New Lorry Movement* is relevant for the proposed commercial area and likely use by HGVs, and has been reflected in the spatial principles and mitigation set out in the TA.
- 5.28 Parking Standards are set out within Policy TRA4 which includes emphasis that Broad Locations should prioritise sustainable and active modes of transport, develop and an appropriate parking strategy with lower than standard parking requirements to be agreed with the Council. The OPA does not provide a commitment to specific parking standards as these will be set out at the Key Phase (Tier 2) and RMA (Tier 3) stages, but as set out in the Transport Assessment, the aim is to provide parking at a standard below SADC's maximum standards alongside measures to support sustainable and active travel priority. The provision may vary across the Site depending on location and proximity to facilities and will be confirmed through Key Phase and then reserved matters submissions. Cycle parking will be provided in accordance with standards.

Water Management

- 5.29 While the Site lies wholly within Flood Zone 1 (the lowest risk zone, with less than a 0.1% annual probability of flooding), there are pockets of Surface Water flooding throughout the Site. As part of the proposed Sustainable urban Drainage System (SuDS), ponds will be constructed within the green infrastructure areas to manage surface water, in line with policy *NEB8 Managing Flood Risk*. A Flood Risk Assessment (FRA) and Sustainable Urban Drainage System Strategy has been submitted in support of the application OPA which provides further details.

Ecology, Landscape and Agricultural Land

- 5.30 In line with Strategic Policy *SP10 Natural Environment, Biodiversity and Green and Blue Infrastructure*, the proposal seeks to protect, enhance and provide new green infrastructure for existing and future residents of Hemel Hempstead. As part of the development a new Country Park will be provided as mitigation for the Chiltern Beechwoods Special Area of

Conservation (CBSAC), formally classed as Suitable Alternative Natural Greenspace (SANG). Furthermore, the proposal will deliver at least 10% Biodiversity Net Gain requirements in line with national legislation.

- 5.31 In line with *NEB1 – Woodlands, Trees and Landscape Features* and *NEB10 Landscape and Design*, through masterplanning and assessment work the proposed development retains valuable ecological assets on Site and provides significant additional green infrastructure (see Landscape Strategy within the DAS for details). It is also acknowledged that Policy LG1 seeks at least 1 semi-mature tree for each dwelling to be planted; this requirement is understood and details will follow at Key Phase and RMA stages to establish the appropriate species mix and amount of trees to be provided across different areas of the Site.
- 5.32 As part of the EH development, significant open green spaces are being provided in line with Policy *NEB2 Local Green Spaces*, *NEB3 Non-Designated Local Green Space* and *NEB4 Significant Publicly Accessible Green Areas*.
- 5.33 Landscape-led masterplanning has been important throughout the process in line with *NEB10 Landscape and Design*, with a Landscape and Visual Impact Assessment (LVIA) and Landscape Strategy (see DAS) submitted in support of the application.
- 5.34 The Green Infrastructure Parameter Plan PP02 identifies how blue infrastructure has been incorporated within the development and has shaped the Landscape Strategy for East Hemel in line with *NEB5 Blue Infrastructure*. The creation of 'multi-value' ponds throughout the development (some functioning as part of the SuDS network and others separate from it) alongside wider green infrastructure will aid in meeting policy *NEB6 Biodiversity and Biodiversity Net Gain*, as well as policy *NEB7 Biodiversity Provision in the Design of New Buildings and Open Spaces*.
- 5.35 Chapter 7 of the Design and Access Statement sets out the Green Infrastructure Framework (Section 7.1.3) for East Hemel. As part of this section, a calculation of Public Open Green Space provision has been set out to demonstrate how provision at East Hemel meets the requirements of draft local plan policies (Reg 19) Policy NEB12, which is reproduced in Table 1 below. The first column sets out the policy requirement and the second column calculates what this requirement equates to in hectares for the estimated population of 9,600 at East Hemel. The areas in the third column demonstrate how based on the illustrative masterplan the proposed development is able meet and potentially exceed the open space requirements set out in Policy NEB12.

Public Open Green Spaces*			
	Reg 19 Policy (m2/person)	Required total area for East Hemel (hectares)	Masterplan Framework provision (hectares)
Natural & Semi-Natural	34.6 m2/person	33.21 hectares	83.9* hectares
Parks and Gardens	7.1 m2/person	6.82 hectares	9.42 hectares
Amenity Greenspace	15.3 m2/person	14.68 hectares	14.75 hectares
Subtotal of Multi- Functional Green Space	57 m2/person	54.71 hectares	105.9 hectares
Allotments	4.5 m2/person	4.32 hectares	4.32 hectares
Sports	N/A	N/A	19.80 hectares
SANGs	8ha/ 1000 population	76.8 hectares	78.59 hectares

*NOTES:

1) 1 hectare = 10,000 m2

2) Natural & Semi-natural Open Space areas include SANGs provision

3) Sports provision policy is based on Sport England Pitch Calculator guidance

4) The above areas do not include the outdoor amenity and open space provision in the Commercial Area (H3) as POS requirements are based on residential population and H3 does not include any residential use.

5) The areas do not include the part of the site east of the M1 motorway as the area is proposed for habitat creation with limited access.

6) Area requirements assume a household occupation rate of 2.4 person per dwelling.

Table 1. Public Open Green Spaces Calculation

- 5.36 Policy *NEB9 Agricultural Land* requires a detailed survey to be submitted for proposals on more than 20 hectares of agricultural land. An Agricultural Classification Report and Soil Resource Management Plan have been submitted in support of the application.
- 5.37 The development reflects environmental and green infrastructure policies, including Policy NE1 (Biodiversity and Green Infrastructure), through on-site habitat enhancements and the integration of open space networks.

Heritage

- 5.38 Strategic Policy *SP11 Historic Environment* – existing listed buildings within the Site will be protected and repurposed as part of the development. While their exact use will be subject to future applications (including applications for Listed Building Consent), the development will comply with policy *HE1 Designated Heritage Assets*, *HE2 Non-designated Heritage Assets*, *HE3 Archaeology*, *HE4 Scheduled Monuments* and *HE7 Change of use and heritage assets*, to ensure there is a public benefit and that there is limited harm to heritage and archaeological features.

Design

- 5.39 Strategic Policy *SP12 High Quality Design*- The proposals reflect local character and distinctiveness through a landscape-led approach and deliver a legible, attractive and well-designed neighbourhood. The scheme is supported by Design and Access Statements and

has been subject to two independent Design Reviews prior to its submission, in line with best practice and TCE's commitment to ensuring high quality design is embedded at all stages of the development process. Provision of new public spaces and a country park, alongside sustainable transport links and efficient use of land helps to create a sustainable development.

- 5.40 With this application submitted in Outline, future submissions at Key Phase (Tier 2) such as Key Phase Design Codes, and Reserved Matters Applications (Tier 3) submitted in accordance with the Design Codes, will take account of policies *DES1 Design of New Development*, *DES2 Public Space*, *DES3 Efficient Use of Land*, *DES5 Residential Amenity Standards* and *DES7 Servicing of Development* to ensure a well designed development that meets the needs of all.
- 5.41 Policy *DES6 Building Heights* requires an assessment of building heights where the built form proposed will be significantly taller than the surrounding built form. Technical assessment of proposed building heights within the application site has been undertaken to inform maximum building heights and mitigation measures for any significant visual impact / heritage impact. This is set out within Chapter 5 of the EIA accompanying the application.
- 5.42 Policies *CE1 and CE2 – Sustainable Design and Renewable Energy*. The current application is submitted in Outline and as such additional details on energy efficiency, sustainable construction methods, the use of low-carbon technologies, passive design, and achieving a circular economy will be delivered through Reserved Matters applications. However, the overall approach to sustainable design and renewable energy is set out in the *Energy and Sustainability Statement (inc. Climate Change)* as well as forming part of wider design principles set out in the DAS submitted in support of the application.
- 5.43 Policy HOU1 sets out the housing mix that should be provided for residential development of 10 houses or more. There is reference that the delivery of specialist housing at Broad Locations could affect the housing mix by increasing the number of smaller units and result in adjustments to the housing mix on sites that deliver specialist housing units to take into account of an increased proportion of smaller units. The housing mix is not secured at this OPA stage but the policy position is acknowledged for future design stages.
- 5.44 Policy HOU5 Self-Build and Custom Housebuilding sets out the requirement that on Broad Locations sites including East Hemel, 3% of the total number of homes will be provided for Self-build and Custom Housebuilding. Although the precise housing mix is not established at OPA this position is understood to be a requirement for future design stages.

Health

- 5.45 Strategic Policy *SP13 Health and Wellbeing*, further to *SP12 High Quality Design, Health and Wellbeing* is an important focus throughout the proposed development. With extensive walking and cycling infrastructure, alongside formal / informal open space and sports

facilities, the development will encourage residents to adopt a healthy lifestyle through non-clinical initiatives. A Health Impact Assessment has been prepared for East Hemel (see EIA Chapter 17) in line with Policy HW5.

Pollution and contaminated land

- 5.46 In line with policy *HW1 Air and Noise Pollution*, impacts on the proposed development in respect of noise and air quality have been assessed within the ES, and have informed the masterplanning and mitigation measures proposed. Planted bunds along the eastern extent of the Site along the M1 (as shown on the Green Infrastructure Parameter Plan PP02) are proposed, to enable appropriate mitigation to be secured. This will also improve conditions for existing communities.
- 5.47 A lighting assessment has been undertaken as part of the ES in line with policy *HW2 Light Pollution*. Details of lighting provision will be subject to future detailed applications.
- 5.48 Due to the proposed uses and proximity of the site to Buncefield Oil Depot, a land condition report has been prepared and is submitted with the OPA as an Appendix to the ES, in line with policies *HW3 Contaminated Land*, *HW4 Groundwater Pollution* and *HW6 New Development and Existing Uses*.

Infrastructure & Utilities

- 5.49 The proposed development makes provision for community infrastructure to serve the needs of the development including education, healthcare and open space, with contributions secured via planning obligations in line with Strategic Policy *SP7 Community Infrastructure* and policies *COM1 Education*, *COM3 Community, Leisure and Sports Facilities*.
- 5.50 Strategic Policy *SP9 Utilities Infrastructure* sets out that development proposals must not impact on existing utilities infrastructure provision, unless impacts are mitigated or demonstrated that the infrastructure will no longer be required. The application is supported by an Energy and Utilities Strategy which sets out the pre-application engagement with utilities providers, outlines the existing services which will require protection, diversion or abandonment and provides an overview of connections required to serve the proposed development including anticipated available capacity requirements within existing infrastructure. Details will be subject to approval via Key Phase submissions and Reserved Matters applications.
- 5.51 Strategic Policy *SP14 Delivery of Infrastructure* and *IMP1 Additional Infrastructure Requirements for Strategic Scale Development* set the context for ensuring appropriate infrastructure delivery. A wide range of infrastructure provision is included as part of the outline application for East Hemel, including that specified in site allocation policy requirements, to ensure that the infrastructure that is necessary to meet the additional demands resulting from the development can be well-planned and effectively delivered.

Compliance with SADC Local Plan Part B (Site Allocations)

- 5.52 Part B of the Draft Local Plan 2041 sets out the specific site allocations which have been made to deliver the growth needed in the local plan. The application site comprises three of the Broad Locations identified as part of the Hemel Garden Communities, to which site allocations H2, H3 and H4 refer. Within each site allocation, a number of Key Development Requirements are listed - aligned with the Four Pillars for HGC Growth Areas set out in Policy LG3 - which development must be in accordance with.
- 5.53 As with previous sections within this Planning Statement, the evaluation is based on the Submission Version of the Local Plan. An evaluation of the proposed development against these Site Allocations is set out below:

<p>H2 – East Hemel Hempstead (North)</p>	
<p><i>Strategic and local public open space, including sports facilities, managed woodland and ecological network links that preserve and enhance links to site allocations H1 and H3, Spencer’s Park and Woodhall Farm</i></p>	<p>The Green Infrastructure Parameter Plan and spatial principles set out how the GI, open space, ecological networks and movement links provide connections within and between the sites. Opportunities to facilitate any additional pedestrian and cycle connections between allocations H2 and H1 will be considered at a detailed design stage.</p> <p>The primary sustainable movement link north to H1 and south to H3 will be provided via the STC. Parameter Plan PP03 and the spatial principles set out where other opportunities exist to maintain or enhance connectivity to surrounding developments as part of this application.</p>
<p><i>The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including the new local centre, surrounding neighbourhoods, schools,</i></p>	<p>The STC as set out on the Parameter Plans and within the Development Specification is a key enabler of the wider Key and Local Transport Network, and sits within a comprehensive network of local sustainable and active routes within the site also shown on PP03, including the Nickey Line interventions. Detailed design</p>

<p><i>Country Park, the Nickey Line, Maylands Business Park, Hemel Hempstead Town Centre and railway station and Redbourn</i></p>	<p>of these routes will be secured through Key Phases, Design Codes at (Tier 2) stage and the reserved matters application (Tier 3) stages. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements (including through the Monitor and Manage Strategy to ensure long term effectiveness in meeting sustainable and active travel objectives).</p>
<p><i>Improved and enhanced countryside access links including connections under the M1 motorway and improved off-road paths (Public Rights of Way) including Footpath 13 and Footpath 44. Access and route improvements to support active travel along Punchbowl Lane.</i></p>	<p>See commentary above.</p>
<p><i>A range of community food growing opportunities including edible trails, orchards and community gardens.</i></p>	<p>Within the Green Infrastructure areas (PP02) there is space and opportunity for a wide range of community food growing opportunities. Detailed design of these will be secured through Key Phases, Design Codes and (Tier 2) stage and the reserved matters application (Tier 3) stages.</p>
<p><i>A substantial new Country Park providing facilities for new and existing communities and a permanent green buffer to Redbourn.</i></p>	<p>A New Country Park in EH North is defined on the Green Infrastructure and Land Use Parameter Plans with its spatial principles set out in the Development Specification.</p>
<p><i>Access and improvements to the Nickey Line including connections under the M1 motorway and wider placemaking enhancements set out in the Nickey Line Vision and Strategy. Public transport priority measures and active travel routes through the development and via the Nickey Line to the Country Park and SANG should be provided.</i></p>	<p>The relationship between the Nickey Line, Country Park, STC and built development through the site are set out in the Access and Movement Parameter Plan PP03, Development Specification spatial principles and DAS. Off site improvements to the Nickey Line east of M1 are set out in the TA. Further off site contributions will be secured through the S106 agreement.</p>

<p><i>HGC Green Loop including Cherry Tree Lane leading to Holtsmere Lane and connections to the Green Loop.</i></p>	<p>Delivery of the HGC Green Loop through the Site is included within the proposed development (see Access and Movement Parameter Plan PP03, Development Specification Spatial Principles and DAS).</p>
<p><i>High quality design and buffer zones to mitigate adverse impacts from motorway noise and air pollution and address the Buncefield oil depot and pipelines.</i></p>	<p>A planted noise bund is proposed along the eastern edge of the northern neighbourhood (H2) and southern neighbourhood (H4) to mitigate against noise and air quality impacts of the M1 (assessed through the EIA).</p> <p>The approach to the location and nature of development in relation to the Oil Depot and Pipelines have been designed in line with Health and Safety Executive advice and established zones.</p>
<p><i>Green and blue infrastructure provision that includes a contribution to the SANG required across the HGC growth areas and BNG requirements (which aims to exceed the minimum target of 10%).</i></p>	<p>Green and Blue infrastructure is identified on the Green Infrastructure Parameter Plan PP02 and within the Development Specification, with BNG and SANG requirements being provided on site. Relevant conditions and section 106 obligations are also anticipated in relation to BNG and SANG.</p>
<p><i>High quality surface water mitigation measures that incorporate existing surface water flow paths. Notably, there are two minor surface water flow paths on the site – one at the north of the site (which is associated with the large southern flow path) and a smaller flow path in the north east.</i></p>	<p>The application is supported by a Sustainable Urban Drainage System Strategy and provision of SUDS on site responding to the identified surface water flows, as indicated on the Green Infrastructure Parameter Plan PP02 and within the Development Specification.</p>
<p><i>The 1,600 dwelling figure above includes two extra-care facilities comprising of 70-80 self-contained units in each facility, one 70-80</i></p>	<p>The quantum and split of residential uses aligns with this requirement and is set out within the submitted Development</p>

<i>bed nursing home and 7 supported living units for people with disabilities.</i>	Specification with details to follow at detailed design stage.
<i>A 3FE primary school, including Early Years provision, to serve the new community. An 8FE secondary school to serve the new and existing communities.</i>	These requirements forms part of the development proposed within the northern neighbourhood as set out within the Development Specification.
<i>An integrated Mobility hub with facilities to encourage and facilitate modes of transport other than the private car.</i>	Mobility hubs throughout East Hemel will be provided. The location of these Hubs will be defined in the Key Phases (Tier 2) but spatial principles for their provision are set out in the Development Specification.
<i>Safe, high-quality pedestrian and cycle crossings, including the Redbourn Road (B487), access to the Country Park, Nickey Line and Secondary School.</i>	Key ped/cycle crossings connections are shown on the Access and Movement Parameter Plan PP03. The precise location of other crossings within the development areas/GI will be defined in the Key Phases (Tier 2) but spatial principles for their provision are set out in the Development Specification.
<i>A high-quality gateway entrance along the Redbourn Road (B487) to Hemel Hempstead serving H1 and H2.</i>	The spatial principles secured within the submitted Development Specification and illustrative material within the DAS set out how a high-quality gateway entrance will be secured through this application and the Outline Planning Application for North Hemel Hempstead (H1).
<i>Development and design that connects the site to the neighbourhoods to the north and south and Spencer's Park to the west. Neighbourhood Masterplanning will respect the landscape and neighbourhood setting including the adjacent Spencer's Park and adjacent existing development, and new neighbourhood design coding, as set out in the Strategic Design Code.</i>	This application includes detail for a new junction from B487/ Hemel Hempstead Road (Redbourn Road) which proposes a high quality gateway and clear connection between East Hemel Hempstead (North) (H2) and North Hemel Hempstead (H1). This detail is in the form of detailed access drawings and spatial principles within the Development Specification which will also

	<p>be supported by illustrative material within the DAS.</p> <p>The DAS sets out the design approach to the interface with Spencers Park, adjacent existing development/properties and with the new commercial and residential neighbourhoods of East Hemel to the south. The precise design response to the design of development and landscape at the edges/interfaces of the site will be defined in the Key Phases and Design Codes (Tier 2) but spatial principles for their provision are set out in the Development Specification.</p>
<p><i>Through Masterplanning the layout and design of development should minimise any harm to the setting and significance of the Grade II Listed Wood End Farm Cottages, Grade II Listed Wood End Farmhouse, Grade II Listed Large Barn at Wood End Farm, and The Aubreys Camp Scheduled Monument; this may include the incorporation of appropriate set backs of development and creation of open spaces.</i></p>	<p>The Grade II listed buildings are proposed to be retained, repurposed and celebrated as assets within the proposed development (separate Listed Building Consent will be sought for any works needed for repurposing these buildings as appropriate).</p> <p>The proposals have been assessed from a heritage perspective within the submitted Built Heritage Assessment (Appendices to ES Chapter 9) and the Parameter Plans include appropriate mitigation measures to avoid any unacceptable impact on their setting. The precise design response to the design of development and landscape in relation to the setting of these assets will be defined in the Key Phases (Tier 2) but spatial principles for the approach are set out in the Development Specification.</p>
<p><i>Contributions to improve the understanding of the Aubreys Camp Scheduled Monument and its setting and the former railway line,</i></p>	<p>The relationship between the Nickey Line, Country Park, and built development through the Site from a landscape</p>

<p><i>the Nickey Line, by providing appropriate landscape improvement in the northern part of the Site and display boards showing the history of the monument and the Nickey Line.</i></p>	<p>perspective are set out in the DAS and Development Specification spatial principles, including commentary on the SAM. As part of the detailed design of the Country Part and Nickey Line enhancements through the Site, interpretation information and wayfinding contributions will be secured through the S106 agreement.</p>
<p><i>Appropriate accommodation of and access to the significant electricity pylon line.</i></p>	<p>The existing HV Electricity Pylons have been considered as a fixed constraint for the proposed development, and this has been reflected in the Parameter Plans and approach to the land uses, orientation and extent of built development in this part of the Site. Access will be secured as necessary as part of the detailed design stages, and best practice design guidelines (eg National Grid Design Guidelines) for development close to pylons will be incorporated in the Key Phase Design Code for this part of the site.</p>
<p><i>A new local centre, including education facilities and commercial development opportunities.</i></p>	<p>A new local centre co-located with schools and other facilities including opportunities supporting remote working (see below) is proposed within EHH North as set out in the Development Specification and the area within which it is to be located is shown on the Land Use Parameter Plan PP01.</p>
<p><i>Development that maintains the existing farmstead, enhancing the existing setting and supporting opportunities for enterprise, skills, heritage and community enhancements. Opportunities for remote working within local centres</i></p>	<p>Spatial Principles within the Development Specification establish the intent for the repurposing of the existing farmsteads. Detailed proposals for the use and repurposing of the farmsteads will be established at Key Phase (Tier 2) and Reserved Matters Stages (Tier 3),</p>

	including any separate Listed building Consent for works requiring consent.
<i>Recreation space and other community facilities, including a medical centre, sports hub and sports facilities and contributions to health and sports provision within the wider HGC Growth Areas.</i>	The Development Specification sets out how these uses are to be accommodated on site as part of the proposed development.
<i>The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Appropriate contributions must be made towards the Strategic Access Management and Monitoring Strategy (SAMMS). Development proposals will also need to make provision for Suitable Alternative Natural Greenspace (SANG), as part of the wider SANG network across the HGC Growth Areas.</i>	Contributions towards the Strategic Access and Management and Monitoring Strategy will be secured through the section 106 agreement in addition to the Country Park SANG on site as secured through the Development Specification and Description of Development.
<i>Take appropriate account of these Environmental Constraints: Source Protection Zone; Historic Landfill; Bedrock Aquifer.</i>	These constraints have been taken into account and have influenced and shaped the development proposals (see DAS and EIA for further details).

<p>H3 – East Hemel Hempstead (Central)</p>	
<p><i>Strategic and local public open space, including seating and facilities for employees and ecological network links that preserve and enhance links to site allocations H2 and H4, the Country Park, Spencer’s Park and wider east-west routes into Maylands Business Park.</i></p>	<p>The Green Infrastructure Parameter Plan PP02 and spatial principles set out how the GI, open space, ecological networks and movement links provide connections within and between the sites.</p> <p>Parameter Plan PP03 and the spatial principles set out where other opportunities exist to maintain or enhance connectivity to surrounding developments and GI as part of this application.</p> <p>Provision of seating and facilities for employees will be defined at Key Phase (Tier 2) and Reserved Matters Stages (Tier 3).</p>
<p><i>The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including surrounding neighbourhoods and local centres, Spencer’s Park, Maylands Business Park, the Country Park and Hemel Hempstead train station</i></p>	<p>The STC as set out on the Parameter Plans and within the Development Specification is a key enabler of the wider Key and Local Transport Network, and sits within a comprehensive network of local sustainable and active routes within the Site also shown on PP03, including the Nickey Line interventions. Detailed design of these routes will be secured through Key Phases, Design Codes and (Tier 2) stage and the reserved matters application (Tier 3) stages. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements (including through the Monitor and Manage Strategy to ensure long term effectiveness in meeting sustainable and active travel objectives).</p>
<p><i>Contributions to access and improvement to the Nickey Line including wider</i></p>	<p>Addressed as part of the design and development of H2 (EH North) forming part</p>

<p><i>placemaking enhancements set out in the Nickey Line Vision and Strategy.</i></p>	<p>of this application. Wayfinding to the Nickey Line could be included at EH Central as part of the detailed design of the active travel network.</p>
<p><i>Contributions towards the HGC Green Loop adjacent to the site including Buncefield Lane and Cherry Tree Lane and connections to the Green Loop.</i></p>	<p>Part of the HGC Green Loop is to be provided as part of the application proposals (see Access and Movement Parameter Plan PP03). Contributions and/or delivery of wider interventions set out in the IDP will be confirmed through the S106/s278 agreements.</p>
<p><i>Improved and enhanced countryside access links and off-road paths (Public Rights of Way) in and adjacent to the site and out into the wider recreational network to the east including to the existing Hogg End Lane, St Michael Footpath 3, Three Cherry Trees Lane and Punchbowl Lane.</i></p>	<p>The Access and Movement Parameter Plan establishes connections across the site. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements (including through the Monitor and Manage Strategy to ensure long term effectiveness in meeting sustainable and active travel objectives).</p>
<p><i>High quality design and buffer zones to mitigate adverse impacts from motorway noise and air pollution and address the Buncefield oil depot and pipelines.</i></p>	<p>Due to the proposed employment uses in this location, a planted noise bund is not required to mitigate against any noise or air quality impacts from the M1. The submitted Environmental Assessment provides a comprehensive assessment in relation to Air Quality and Noise to ensure appropriate mitigation is secured. However, much of this will come forward at a detailed design stage.</p> <p>The approach to the location and nature of development in relation to the Oil Depot and Pipelines have been designed in line with Health and Safety Executive.</p>
<p><i>Green and blue infrastructure provision that includes a contribution to the SANG</i></p>	<p>Green and Blue infrastructure is identified on the Green Infrastructure Parameter Plan</p>

<p><i>required across the HGC growth areas, where relevant, and BNG requirements (which aims to exceed the minimum target of 10%).</i></p>	<p>PP02 and within the Development Specification, with BNG and SANG requirements being provided on site to meet the needs of the development. There is no SANG requirement arising from the commercial development proposed within East Hemel. Relevant conditions and section 106 obligations are also anticipated in relation to BNG and SANG.</p>
<p><i>High quality surface water mitigation measures that incorporate existing surface water flow paths. Notably, there is a surface water flow path immediately north of Hogg End Lane and at the western extent of Hogg End Lane, immediately southwest of Green Lane.</i></p>	<p>The application is supported by a Sustainable Urban Drainage System Strategy and provision of SUDS on site responding to the identified surface water flows, as indicated on the Green Infrastructure Parameter Plan PP02 and within the Development Specification.</p>
<p><i>A 53 Hectare extension to Maylands Business Park, to the north of Breakspear Way and south of Punchbowl Lane, in accordance with the aims and status of the Hertfordshire Enviro-Tech Enterprise Zone (Hertfordshire Innovation Quarter) to deliver integrated Enviro-Tech Businesses, environmentally friendly buildings and complementary uses.</i></p>	<p>EH Central serves as an extension to the Maylands Business Park, with the mix of uses secured through the Development Specification to align with the objectives of Herts IQ. The Design and Access Statement provides details on how this development could come forward.</p> <p>Details of the specific occupiers and businesses will be determined through reserved matters applications.</p>
<p><i>Employment uses including high quality offices, research and development, light industrial and logistics. Ancillary uses will be supported where they meet the needs of businesses. An overconcentration of low employment generating logistics uses will not be permitted.</i></p>	<p>EH Central serves as an extension to the Maylands Business Park, with the mix of uses secured through the Development Specification. The Design and Access Statement provides details on how this development could come forward.</p> <p>Details of the specific occupiers and businesses will be determined through reserved matters applications.</p>

<p><i>The southern approximately 17 Hectares of the site will promote high density, higher skilled employment uses to deliver a Business, Research and Development Park and explore opportunities for education. The first phase of employment development will provide an innovation hub prioritising space for start-up units in high quality buildings and units that provide grow on space for small businesses and support the growth of life science and agri-tech businesses.</i></p>	<p>The Land use Parameter Plan PP01 and Development Specification sets out how the proposed development aligns with this locational requirement and spatial distribution of commercial land uses including space for an Innovation Hub. The detailed specification for the hub and the timing of its provision will be set out in the S106 agreement.</p>
<p><i>The remaining approximately 36 Hectares to the north of the site will promote uses such as logistics and mixed industrial areas.</i></p>	<p>The Land use Parameter Plan PP01 and Development Specification sets out how the proposed development aligns with this locational requirement.</p>
<p><i>All large format logistics buildings will need to use a graduated colour scheme to reduce their visual impact.</i></p>	<p>This detail will be secured at Reserved Matters Stage</p>
<p><i>Development will be designed in accordance with the Strategic Sites Employment Uses Design Toolkit and HGC Strategic Design Code and take appropriate account of the Maylands Masterplan Plus document.</i></p>	<p>This detail will be secured at Key Phase (Tier 2) and at Reserved Matters Stages (Tier 3).</p>
<p><i>Provision of up to 15-20 pitches for Gypsy and Travellers to meet identified need, taking into account existing local provision and the availability of alternative sites as well as best practice on location and design</i></p>	<p>The Land Use Parameter Plan PP01 defines an area in the north of the commercial neighbourhood, well related to the facilities and services to be provided as part of the northern residential neighbourhood, within which the provision of up to 20 Gypsy and Traveller pitches can be accommodated. The details of this provision will be subject to ongoing discussions with key stakeholders including GATE Herts and will</p>

	be confirmed through reserved matters applications.
<i>Safe, high-quality pedestrian and cycle crossings, including provision of active travel and cycle bridge across the A414.</i>	These connections and crossings are shown on the Access and Movement Parameter Plan PP03 including the zone and landing areas for the A414 active travel and cycle Bridge crossing.
<i>Land, including land to the east of Junction 8, will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements.</i>	Land has been safeguarded within the commercial neighbourhood as shown on PP01 for a future M1 crossing. Land east of Junction 8 required for future improvement works to the junction falls outside the application boundary but is within the Applicants ownership. Safeguarding of this land for any future highway improvement works will be secured through the section 106 agreement.
<i>An integrated mobility hub with facilities, to encourage and facilitate modes of transport other than the private car.</i>	Mobility hubs throughout East Hemel will be provided. Within the commercial area, a primary Mobility Hub will be provided co-located with the STC and in close proximity to the innovation hub. The precise location and specification for Hubs will be defined within Key Phases (Tier 2) but spatial principles for their provision are set out in the Development Specification. Timing of the commercial area Mobility Hub will be set out in the s106 agreement.
<i>A high quality gateway entrance along the A414 to Hemel Hempstead serving H3 and H4.</i>	The design detail of this gateway will be secured at Key Phase Design Code (Tier 2) and delivered through Reserved Matters (Tier 3).
<i>Development and design should connect the site to the neighbourhoods to the south and north.</i>	These connections are secured through the network defined in the Access and Movement Parameter Plan PP03.

<p><i>Through Masterplanning, the layout and design of development should minimise any harm to the setting and significance of Grade II Listed Breakspear, Grade II Gorhambury Registered Park and Garden and Grade II* Listed Gorhambury mansion; this may include the incorporation of appropriate set backs of development and creation of open spaces.</i></p>	<p>The proposals have been assessed from a heritage perspective within the submitted Built Heritage Assessment (see ES Chapter 9 and Appendices) and the Parameter Plans include appropriate mitigation measures to avoid any unacceptable impact on their setting.</p>
<p><i>A mix of employment uses linked to the Council's recent evidence base, and vision for Herts IQ to enable, around 6,000 jobs. The jobs growth will support rebalancing the local economy by prioritising higher-skilled jobs and learning opportunities for Hemel Hempstead and South West Hertfordshire</i></p>	<p>The proposed amount of commercial development has been established to facilitate the provision of high quality jobs at East Hemel, taking into account up to date evidence from Herts IQ.</p>
<p><i>Provision of wider ancillary uses along central Sustainable Transport Corridor through the development that complements the existing development at the heart of Maylands.</i></p>	<p>EH Central serves as an extension to the Maylands Business Park, with the mix of uses secured through the Development Specification. The Design and Access Statement provides details on how this development could come forward, including the creation of ancillary uses co-located with the STC and Innovation Hub.</p> <p>Details of the specific occupiers and businesses and any ancillary uses will be determined through Reserved Matters applications.</p>
<p><i>Exceptional environmental opportunities provided by this scale of employment development for large scale solar power generation; including on all rooftops and as appropriate on car parking, lorry parking etc</i></p>	<p>The applicant's approach to renewable energy is set out in the Energy and Utilities Strategy and Energy and Sustainability Statement (inc. Climate Change). Specific proposals related to solar power generation will be explored further at detailed design stages.</p>

<p><i>Full exploration of possibilities for an offsite construction facility (primarily for modular housing) within the logistics and mixed industrial area.</i></p>	<p>Specific proposals related to MMC and offsite construction opportunities will be explored further at detailed design stages, but will be subject to commercial occupier interest.</p>
<p><i>Enable enhancements to Maylands local centre and strengthen active travel routes to this local destination.</i></p>	<p>The broad distribution of land uses and access points into the commercial area do not preclude effective integration with the established Maylands area to the west. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements.</p>
<p><i>Design of development that encourages natural surveillance onto key routes throughout the site and prioritise sustainable modes to access education, employment, retail and leisure.</i></p>	<p>The Parameter Plans sets out the range of active and sustainable routes throughout the site. The Framework Travel Plan also sets out the measures that will be established to encourage modal shift. Key Phase Design Codes (Tier 2) and detailed applications will ensure natural surveillance and safety to users of key routes is prioritised.</p>
<p><i>Opportunities for skills sharing and training to support new businesses and business sectors should be encouraged and provision made where possible.</i></p>	<p>It is anticipated that a Skills Strategy would be secured through conditions/section 106.</p>
<p><i>Early activation projects to enable start-up businesses to come forward.</i></p>	<p>The opportunity for these early activation projects is supported in principle. The nature of any such projects will be detailed at Key Phase and/or Reserved Matters Stage.</p>
<p><i>The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Generally, use classes for this site will not</i></p>	<p>It is anticipated that uses will not be required to contribute to the CBSAC Mitigation Strategy for the reasons set out in this policy. Contributions to SAMMS</p>

<p><i>be relevant in contributing to the CBSAC Mitigation Strategy. However, any relevant uses will need to make appropriate contributions towards the Strategic Access Management and Monitoring Strategy (SAMMS). If relevant, Development proposals will need to make provision for Suitable Alternative Natural Greenspace (SANG), as part of the wider SANG network across the HGC Growth Areas.</i></p>	<p>through the section 106 and provision of on-site SANG will enable the provisions of this policy to be met.</p>
<p><i>Take appropriate account of these Environmental Constraints: Source Protection Zone (SPZ) 3; Bedrock Aquifer</i></p>	<p>These constraints have been taken into account and have influenced and shaped the development proposals (see DAS and EIA for further details).</p>

<p>H4 – East Hemel Hempstead (South)</p>	
<p><i>Strategic and local public open space, including sports facilities, managed woodland and ecological network links that preserve and enhance links to Leverstock Green</i></p>	<p>The Green Infrastructure Parameter Plan and spatial principles set out how the GI, open space, ecological networks and movement links provide connections within and between the Site and Leverstock Green.</p> <p>The physical and functional relationship with Leverstock Green has formed a key consideration in the design of the proposed development. Development is designed to complement rather than compete with existing facilities.</p>
<p><i>The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions including safeguarding the opportunity for HERT through the site (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including the new local centre, surrounding neighbourhoods, schools, Leverstock Green, Herts IQ and Maylands Business Park, Hemel Hempstead Town Centre and railway station and St Albans. Improved and enhanced countryside access links including connections and improved off-road paths (Public Rights of Way) including St Michael Rural Footpath 05</i></p>	<p>The STC as set out on the Parameter Plans and within the Development Specification is a key enabler of the wider Key and Local Transport Network, and sits within a comprehensive network of local sustainable and active routes within the Site also shown on PP03. Detailed design of these routes will be secured through Key Phases, Design Codes and (Tier 2) stage and the reserved matters application (Tier 3) stages. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements (including through the Monitor and Manage Strategy to ensure long term effectiveness in meeting sustainable and active travel objectives).</p>
<p><i>A range of community food growing opportunities including edible trails, orchards and community gardens.</i></p>	<p>Within the Green Infrastructure areas (PP02) there is space and opportunity for a wide range of community food growing opportunities. Detailed design of these will be secured through Key Phases, Design</p>

	Codes and (Tier 2) stage and the reserved matters application (Tier 3) stages.
<i>Protect the setting of Blackwater Wood Ancient Woodland to the south of the site.</i>	The proximity of Blackwater Wood lies outside the planning application boundary and is not directly affected by the proposed development. However, its setting has been taken into account in the design of development and green infrastructure within the site.
<i>The HGC Green Loop including Buncefield Lane, Westwick Row, Blackwater Lane, to Bunkers Park and adjacent to the site Bunkers Lane and connections to the Green Loop.</i>	Delivery of the HGC Green Loop through the Site is included within the proposed development (see Access and Movement Parameter Plan PP03), Development Specification spatial principles and DAS. Contributions and/or delivery of wider routes and interventions set out in the IDP will be confirmed through the S106/s278 agreements.
<i>Green and blue infrastructure provision that includes a contribution to the SANG required across the HGC growth areas and BNG requirements (aims to exceed a minimum target of 10%).</i>	Green and Blue infrastructure is identified on the Green Infrastructure Parameter Plan PP02 and within the Development Specification, with BNG and SANG requirements being provided on site. Relevant conditions and section 106 obligations are also anticipated in relation to BNG and SANG.
<i>A Significant Publicly Accessible Green Area providing facilities for new and existing communities and a permanent green buffer to the south-east.</i>	The Green Infrastructure Parameter Plan establishes the disposition and extensive network of accessible green areas across the Site and includes a green buffer in the south-east of the Site, within which playing field provision is accommodated.
<i>High quality design and buffer zones to mitigate adverse impacts from motorway</i>	A planted noise bund is proposed along the eastern edge of the southern neighbourhood (H4) to mitigate against

<p><i>noise and air pollution and address the Buncefield oil depot and pipelines.</i></p>	<p>noise and air quality impacts of the M1 (assessed through the EIA).</p> <p>The approach to the location and nature of development in relation to the Oil Depot and Pipelines have been designed in line with Health and Safety Executive.</p>
<p><i>High quality surface water drainage mitigation measures that respect surface water flow paths. Notably, there is a major surface water flow path across the centre of the broad location, and three associated smaller flow paths. Opportunities to provide betterment upstream should be considered.</i></p>	<p>The application is supported by a Sustainable Urban Drainage System Strategy and provision of SUDS on site responding to the identified surface water flows, as indicated on the Green Infrastructure Parameter Plan PP02 and within the Development Specification.</p>
<p><i>The 2,400 dwelling figure above includes three extra-care facilities comprising of 70-80 selfcontained units in each facility, two 70-80 bed nursing homes and 9 supported living units for people with disabilities.</i></p>	<p>The quantum and split of residential uses aligns with this requirement and is set out within the submitted Development Specification with details to follow at detailed design stage.</p>
<p><i>One new 3FE and one new 2FE primary schools, including Early Years provision, to serve the new community and appropriate contributions towards secondary school provision</i></p>	<p>These requirements forms part of the development proposed within the southern neighbourhood as set out within the Development Specification.</p>
<p><i>Provision of up to 15-20 pitches for Gypsy and Travellers to meet identified need, taking into account existing local provision and the availability of alternative sites as well as best practice on location and design.</i></p>	<p>The Land Use Parameter Plan PP01 identifies that the provision of up to 20 pitches can be accommodated anywhere within the area defined for residential development. Any location for this use needs to be well-related in terms of walkable catchment to the facilities and services to be provided as part of the southern residential neighbourhood</p> <p>The details of this provision – including specific location(s) - will be subject to ongoing discussions with key stakeholders</p>

	including GATE Herts and will be confirmed through reserved matters applications.
<i>An integrated Mobility hub with facilities to encourage and facilitate modes of transport other than the private car.</i>	Mobility hubs throughout East Hemel will be provided. The location of these Hubs will be defined in the Key Phases (Tier 2) but spatial principles for their provision are set out in the Development Specification.
<i>Safe, high-quality pedestrian and cycle crossings, including provision of a high-quality active travel and cycle bridge across the A414 connecting sites H3 and H4.</i>	These connections and crossings are shown on the Access and Movement Parameter Plan PP03 including the zone and landing areas for the A414 active travel and cycle Bridge crossing.
<i>Land will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements.</i>	Land has been safeguarded within the commercial neighbourhood as shown on PP01 for a future M1 crossing. Land east of Junction 8 required for future improvement works to the junction falls outside the application boundary but is within the Applicants ownership. Safeguarding of this land for any future highway improvement works will be secured through the section 106 agreement.
<i>A high quality gateway entrance along the A414 to Hemel Hempstead serving H3 and H4.</i>	The design detail of this gateway will be secured at Key Phase Design Code (Tier 2) and delivered through Reserved Matters (Tier 3).
<i>Improvements / Contributions to support active travel along the A4147 route to St Albans</i>	This route has been identified in the Transport Assessment (TA) as a potential measure which can support active travel in the wider area. Contributions and/or delivery of wider routes and interventions set out in the IDP including this route will be confirmed through the S106/s278 agreements (including through the Monitor and Manage Strategy to ensure long term

	effectiveness in meeting sustainable and active travel objectives).
<p><i>Development and design that connects the site to the neighbourhoods to the north and west. Neighbourhood Masterplanning will respect the landscape and neighbourhood setting, including the adjacent Leverstock Green neighbourhood, and new neighbourhood design coding, as set out in the Strategic Design Code.</i></p>	<p>The DAS sets out the design approach to the interface with the commercial area to the north, adjacent existing development/properties and the wider built area of Leverstock Green. The precise design response to the design of development and landscape at the edges/interfaces of the site will be defined in the Key Phases and Design Codes (Tier 2) but spatial principles for their provision are set out in the Development Specification.</p>
<p><i>Through Masterplanning, the layout and design of development should minimise any harm to the setting and significance of the Grade II Listed King Charles II Cottage, the Grade II* Listed Westwick Cottage, the Grade II Listed Westwick Row farm group, the Grade II Listed Corner Farm group, the Grade II Listed Dell Cottage, the Grade II Listed Beechtree Cottages, Grade II Gorhambury Registered Park and Garden and Grade II* Listed Gorhambury mansion; this may include the incorporation of appropriate set backs of development and creation of open spaces.</i></p>	<p>The Grade II listed buildings are proposed to be retained, repurposed and celebrated as assets within the proposed development (separate Listed Building Consent will be sought for any works needed for repurposing these buildings as appropriate).</p> <p>The proposals have been assessed from a heritage perspective within the submitted Built Heritage Assessment (Appendices to ES Chapter 9) and the Parameter Plans include appropriate mitigation measures to avoid any unacceptable impact on their setting. The precise design response to the design of development and landscape in relation to the setting of these assets will be defined in the Key Phases (Tier 2) but spatial principles for the approach are set out in the Development Specification.</p>
<p><i>A positive relationship with Leverstock Green and the wider existing neighbourhood structure of Hemel Hempstead.</i></p>	<p>The DAS sets out the design approach to the wider built area of Leverstock Green. The precise design response to the design of development and landscape at the</p>

	edges/interfaces of the site will be defined in the Key Phases and Design Codes (Tier 2) but spatial principles for their provision are set out in the Development Specification.
<i>Enable enhancements to Leverstock Green local centre and strengthen active travel routes to this local destination.</i>	The proposals have provided opportunities for strengthened active travel routes to the Leverstock Green Local Centre and the proposed location of the new local centre in the southern neighbourhood has been designed to offer complementary provision and walkable catchments.
<i>A new local centre, including education facilities and commercial development opportunities; which provide support for, rather than in competition with, existing Leverstock Green facilities.</i>	<p>A new local centre co-located with schools and other facilities including opportunities supporting remote working (see below) is proposed within the southern neighbourhood as set out in the Development Specification and the area within which it is to be located is shown on the Land Use Parameter Plan PP01.</p> <p>The Retail Impact Assessment prepared in support of this application confirms that the new local centres proposed at East Hemel will not have an adverse impact upon the continued operation of Leverstock Green local centre.</p>
<i>Opportunities for remote working within local centres.</i>	The local centres provide opportunities for remote working space and support services which can be explored further at the detailed design stage.
<i>Recreation space and other community facilities, including contributions to health and sports provision within the wider HGC Growth Areas.</i>	The Development Specification sets out how these uses are to be accommodated on site as part of the proposed development. Health and sports facilities to serve the needs of East Hemel are provided within the northern neighbourhood (H2) in line with

	<p>policy. Sports pitches and a pavilion will be provided to serve the southern neighbourhood within the green buffer in the south of the application site (see Parameter Plans PP01 and PP02).</p>
<p><i>The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Appropriate contributions must be made towards the Strategic Access Management and Monitoring Strategy (SAMMS). Development proposals will need to make provision for Suitable Alternative Natural Greenspace (SANG) as part of the wider SANG network across the HGC Growth Areas.</i></p>	<p>Contributions towards the Strategic Access and Management and Monitoring Strategy will be secured through the section 106 agreement in addition to the Valley Park SANG on site as secured through the Development Specification and Description of Development.</p>
<p><i>Take appropriate account of these Environmental Constraints: Source Protection Zone (SPZ) 1; Bedrock Aquifer.</i></p>	<p>These constraints have been taken into account and have influenced and shaped the development proposals (see DAS and EIA for further details).</p>

Green Belt and Very Special Circumstances

- 5.54 Land at East Hemel will be removed from the Green Belt by virtue of the adopted SADC Local Plan in order to facilitate the delivery of Hemel Garden Communities. In order to secure this, the Local Planning Authority have been required through the Local Plan process to demonstrate that Exceptional Circumstances have been met.
- 5.55 However, until the Plan is adopted, land which is the subject of this application remains in the Green Belt. As such, Draft Policy *LG5 Green Belt* and *LG6 Green Belt Compensatory Improvements* would apply to the site.
- 5.56 Whilst the application is submitted in advance of the adoption of the Plan, it is not the current intention of TCE or the planning authority to seek a determination of the application prior to the adoption of the SADC Local Plan.
- 5.57 Further to compliance with draft policies, Paragraph 153 of the NPPF is engaged which sets out that inappropriate development in the Green Belt should not be approved except in very

special circumstances, and requires that substantial weight be given to any harm to the Green Belt and that this harm must be clearly outweighed by other considerations. Although as set out above, the application is expected not to be determined until the adoption of the SADC Local Plan, the Very Special Circumstances (VSC) to justify this application are set out below for completeness.

5.58 Para 153 of the NPPF states:

"Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations". (NPPF Dec 2024)

5.59 It is considered that the proposed development is considered to meet the test of VSC as set out in the NPPF. In this case, the strategic allocation of the Site delivers substantial benefits that meet this test. The development would make a significant contribution towards addressing the identified housing shortfall, including the delivery of affordable homes, in line with national and local housing needs. In addition, the scheme will facilitate the provision of essential infrastructure, including new schools, sustainable transport improvements and community facilities, in accordance with paragraphs 155 and 156 of the NPPF. The proposal will also secure biodiversity net gain and enhanced access to open space, consistent with NPPF paragraph 159, while contributing to economic growth and job creation.

1.6 The Council's Local Plan evidence base confirms that there are no sufficient, suitable, and available sites beyond the Green Belt capable of accommodating the scale of development required. As such, the comprehensive and sustainable development of this strategic site is the only realistic mechanism for meeting identified needs, and the benefits of doing so are considered to constitute Very Special Circumstances sufficient to clearly outweigh the harm to the Green Belt, thereby justifying release under the provisions of the NPPF.

Other Material Considerations

Dacorum Borough Council Draft Local Plan (2024 – 2041)

5.60 The Dacorum Borough Council *Draft Local Plan* (2024 – 2041) was submitted for public examination on 11th March 2025. The Stage 1 Hearings took place between 16th – 19th September 2025. A Joint Stage 2 Hearing Session with St Albans City and District Council took place on 21 October 2025 in respect of the Hemel Garden Communities policies.

5.61 Extensive pre-application engagement has taken place with Dacorum Borough Council to acknowledge the key interface between the proposals at EH and the existing town of Hemel Hempstead which falls within Dacorum.

- 5.62 Although only a minor proportion of EH falls within Dacorum Borough (c. 1.3% of the Site Area) and the extent of DBC's determining powers will relate only to the proposed highways works which fall within its borough, it is considered important to acknowledge relevant policies within this Planning Statement. The detailed policy assessment for EH as a whole is against SADC policies.
- 5.63 First, EH seeks to meet the policy objectives related to the Hemel Garden Communities (HGC) as they present a consistent narrative with the SADC policies in seeking the same outcomes for HGC. The proposals have been fully assessed against the HGC policy framework within SADC's Local Plan within this Planning Statement (see earlier in this document).
- 5.64 *Strategic Policy E1 – Delivering the Employment Strategy* includes a section related to Maylands Business Park. The proposed commercial area in the centre of EH will function as an extension to the existing Maylands Business Park. It is considered that the proposed development will be in accordance with this policy as the proposals will be able to secure good quality offices, utilising green technological uses to meet the aims of the Hertfordshire Innovation Quarter Enterprise Zone at detailed design stages. The reference to seeking advice from the Health and Safety Executive (HSE) in relation to any development close to Buncefield has been followed and has resulted in proposals which strongly reflect this advice. The Parameter Plans reflect the zones shared by HSE and pre-application engagement with the HSE has taken place to ensure the development meets the necessary requirements for any development close to Buncefield, and what will be required to be demonstrated through subsequent detailed design of development.
- 5.65 *Strategic Policy E2 – Delivering the Retail and Leisure Strategy* defines a number of Local Centres including Woodhall Farm and Maylands, as well as Leverstock Green Neighbourhood Centre which are acknowledged to be near the EH development. The policy expresses that retail and other community facilities should be provided on strategic housing sites within Dacorum, including North Hemel Hempstead within Dacorum. Although not expressed as a clear requirement for EH in DBC's Local Plan as it falls outside of DBC's allocations, the policy position at SADC reflects this requirement for strategic sites to provide retail and community facilities on site. In order to ensure any retail development coming forward at EH does not negatively impact existing retail offers at nearby Local and Neighbourhood Centres, a Retail Impact Assessment has been provided to support this application.
- 5.66 *Strategic Policy TC1 – Transport and Movement* sets out that major development proposals will be supported where they reduce dependency on the private car and incentivise other transport modes through the delivery. In addition, *Policy TC2 – Walking and Cycling* sets out that all developments will be expected to provide and enable safe and attractive walking and cycling provision to key destinations. Although only a small amount of proposed highway works for EH fall within DBC, the development seeks to achieve a significant modal shift towards sustainable transport through the delivery of a series of mitigation measures. These

are set out in the submitted Transport Assessment and Framework Travel Plan and will be secured through conditions and the section 106 agreement. The highway works falling within Dacorum form part of a wider network of improvements as part of EH to fully meet policy requirements.

- 5.67 Dacorum Borough Council's draft Local Plan includes an allocation under Hm16 (Site to the south of Green Lane) for around 80 dwellings. This site is owned by TCE and is being brought forward as a demonstration project by TCE's development partner TOWN. Although this does not form part of the East Hemel Outline Planning Application, the proposed development and red line boundaries for each application have been carefully considered to ensure proposals align, but that there are no areas of overlap.

Redbourn Neighbourhood Plan Made January 2023

- 5.68 The Site falls partially within Redbourn Parish Council boundary. As such, policies in the 'made' Redbourn Neighbourhood Plan 2023 have been considered:
- 5.69 *Policy Red 4: Biodiversity* – The proposal will be delivering a minimum of 10% BNG in line with national and local policies.
- 5.70 *Policy Red 5: Housing Mix* this will be established at the detailed stage on a phase by phase basis, but the scheme will be policy compliant regarding affordable housing.
- 5.71 *Policy Red 6: New Housing Sites* the proposal will further explore accessibility and walkability as part of the detailed submissions. The OPA submission has been informed by a series of studies into open space and accessibility.
- 5.72 *Policy Red 8: Community Facilities* are proposed within the OPA and will include a range of uses to create flexible spaces for the community.
- 5.73 *Policy Red 9: Active Travel* has been explored throughout the proposal and additional details will be provided at the Reserved Matters stage.
- 5.74 *Policy Red 10: High Quality Design* and *Policy Red 11: Sustainable Design* will both be explored as part of the detailed submission stage.

Redbourn Design Guidance and Codes

- 5.75 The main objective of the *Redbourn Design Guidance and Codes* report is to provide a bespoke design code and guidelines that future developments within the neighbourhood plan area must follow in order to respond to Redbourn's special character.
- 5.76 The site is identified within Landscape Area 95 Revel End Plateau and Area 96 Upper Ver Valley.

- 5.77 The application site does not fall within any of the designated character areas identified in the Neighbourhood Plan Design Code. As such, the specific design parameters and requirements set out in the Code are not directly applicable to the proposed development. The Neighbourhood Plan is clear that the Design Code is intended to guide development within the defined character areas and does not impose a blanket requirement across the parish or neighbourhood area as a whole.
- 5.78 Detailed design at East Hemel will be governed by Key Phase Design Codes and subsequent reserved matters applications.

Hemel Garden Communities

- 5.79 Hemel Garden Communities is a collaboration of three authorities: Dacorum Borough Council, St Albans City and District Council and Hertfordshire County Council, supported by Hertfordshire Futures. It was set up to enable the planning of sustainable growth and infrastructure within a Programme Area, within which the area to the north and east of Hemel Hempstead will deliver around 11,000 new homes and 10,000 new jobs by 2050.
- 5.80 The applicant has been engaging with the Hemel Garden Communities (HGC) throughout the application process and has inputted into the HGC Framework Plan; the evidence base which itself shaped the HGC policies in the local plans of SADC and DBC. A review of the compliance of the proposals with HGC Policies in respect of East Hemel is included earlier in this document.
- 5.81 HGC are in the process of preparing supplementary planning guidance (known as SPD) to support effective interpretation and implementation of local plan policy in respect of HGC. TCE intends to continue to engage with HGC as this guidance is progressed.
- 5.82 The commentary set out in section 5 demonstrates that the proposed development subject of this application fully accords with the strategic and site-specific policy framework set out in the draft Local Plan, supporting evidence base and overarching vision for Hemel Garden Communities. It represents a sustainable, well-designed and deliverable contribution to meeting the District's future growth needs.

Five Year Housing Land Supply

- 5.83 The Council published an updated housing land supply statement in April 2024 outlining that it could only demonstrate a supply of 0.89 years against a five-year requirement, with a 20% buffer due to failing to achieve an 80% Housing Delivery Test.
- 5.84 Due to the age of the adopted plan, Paragraph 11d of the NPPF 2024 is engaged, resulting in a presumption in favour of sustainable development, which should be considered when making a 'planning balanced' decision.

- 5.85 It is important to note that the Redbourn Neighbourhood Plan is in date (made January 2023), however it does not allocate any sites to meet the identified housing requirement, and as such Paragraph 14 of the NPPF is not engaged.

6.0 CONCLUSION OF POLICY APPRAISAL

- 6.1 The proposals for East Hemel represent an important and timely opportunity to deliver a nationally significant, sustainable, and landscape-led urban extension that is central to the vision and delivery of Hemel Garden Communities.
- 6.2 The development will deliver up to 4,000 new homes, including up to 40% affordable housing, alongside 53 ha of employment space, new schools, community facilities, green infrastructure, and a comprehensive sustainable transport network. Together, these elements will create a balanced and resilient community that contributes to both local and national growth objectives.
- 6.3 The scheme has been designed in close alignment with the Hemel Garden Communities Framework and the policies within the Draft St Albans Local Plan 2041, ensuring that it delivers on the Council's spatial strategy, climate change commitments, housing and employment needs, and placemaking ambitions. It also responds positively to the requirements of the NPPF (2024), engaging the presumption in favour of sustainable development.
- 6.4 For completeness, the application is also supported by a case for Very Special Circumstances (VSC) in the event that residual Green Belt policies are deemed to apply in any determination of the application prior to adoption of the Draft Local Plan. The combination of meeting objectively assessed housing need, delivering substantial affordable housing, providing nationally significant employment land, securing major infrastructure and sustainable transport improvements, and ensuring long-term stewardship clearly outweighs any potential harm to the Green Belt, satisfying the NPPF tests.
- 6.5 The NPPF (December 2024) is a material consideration of substantial weight. The proposals demonstrably meet the three overarching objectives of the NPPF:
- *Social*: addressing acute local housing needs, including affordable housing and specialist provision, supported by schools, health facilities, and community infrastructure; and
 - *Economic*: delivering construction jobs, permanent employment floorspace, and strategic investment in Herts IQ and Maylands Business Park;
 - *Environmental*: providing a landscape-led masterplan, new country park, at least 10% biodiversity net gain, and a comprehensive green and blue infrastructure network.
- 6.6 Through a landscape-led masterplan, the proposals secure at least 10% biodiversity net gain, deliver a new Country Park and extensive open spaces, and safeguard heritage assets. The Sustainable Transport Corridor, integrated walking and cycling routes, and strong connections to Maylands Business Park and the wider town will enable a long-term modal

shift towards sustainable travel. A phased approach to delivery, supported by design coding and stewardship mechanisms, will ensure quality and flexibility as East Hemel is built out.

6.7 In light of the demonstrable local housing need, the critical need for affordable housing, and the importance of securing sustainable employment and infrastructure to support growth, East Hemel represents a deliverable, policy-compliant and strategically important development.

6.8 It is considered therefore that the application fully accords with national and local planning policy, including allocations H2, H3 and H4, and provides an opportunity to transform the eastern edge of Hemel Hempstead into a thriving, well-connected, and enduring new community. It is therefore considered that planning permission should be granted.

7.0 DRAFT HEADS OF TERMS**Introduction**

7.1 The following schedule sets out draft Planning Obligation Heads of Terms (HoT) to support the outline planning application. The obligations meet the legal tests set out in CIL Regulation 122.

7.2 The relevant policy justification, reference or basis of the obligation is stated.

Topic	Policy/IDP Reference	Proposed Obligation
1. SUSTAINABLE TRANSPORT		
a. Framework Travel Plan	SADC Local Plan policy SP8	Implementation of the Framework Travel Plan
b. Multi-Modal Interchange	SADC Local Plan policy LG3	Delivery of on-site Multi-Modal Interchange
c. On-site Measures	SADC Local Plan Site Allocations H2, H3 and H4	On site measures to facilitate Active Travel and use of public transport
d. Off-site Measures	SADC Local Plan policy SP8	Off site interventions to facilitate Active Travel Off site interventions to deliver bus priority
e. Hemel Hempstead Station	SADC Local Plan policy SP8	Infrastructure at Hemel Hempstead Station to facilitate interchange
2. HIGHWAYS		
a. On site highways	SADC Local Plan Site Allocations H2, H3 and H4	Delivery of the Sustainable Transport Corridor
b. Off site highways	SADC Local Plan Site Allocations H2, H3 and H4	Off site highway capacity improvements
3. EDUCATION		
a. Primary	SADC Local Plan Site Allocations H2, H3 and H4 and COM01	Primary school provision (3-11 years)
b. Secondary	SADC Local Plan Site Allocations H2, H3 and H4 and COM01	Secondary school provision, including Sixth Form
c. SEND	IDP	Special Educational Needs
d. Childcare	SADC Local Plan COM01	Wrap around childcare (5-11 years)
4. GREEN INFRASTRUCTURE		
a. Open space	SADC Local Plan Open Space Standards and Site Allocations H2 and H4	<ul style="list-style-type: none"> • Natural and Semi-Natural greenspaces, • Parks and Gardens, • Amenity greenspace • Food growing including • Allotments • Children's Play

5. CHILTERN BEECHWOODS SAC MITIGATION		
a. SANG	SADC Local Plan Site Allocations H2 and H4	Suitable Alternative Natural Greenspace
b. SAMMS	SADC Local Plan Site Allocations H2, H4 and SP10	Strategic Access Management and Monitoring
6. STEWARDSHIP		
a. Stewardship	SADC Local Plan Policy LG3	Stewardship Strategy
7. SPORTS AND LEISURE		
a. Indoor Sports	SADC Local Plan Site Allocation H2	Sports Hub indoor facilities
b. Outdoor Sports	SADC Local Plan Site Allocations H2 and H4	Outdoor sports pitches
8. EMERGENCY SERVICES		
a. Police	SADC Local Plan policy SP7	Police services
b. Ambulance		Ambulance services
c. Fire and Rescue		Fire and Rescue services
9. HEALTH AND SOCIAL CARE		
a. Healthcare	SADC Local Plan Site Allocations H2 and H4	Primary and secondary healthcare provision
b. Adult Care	SADC Local Plan policy HOU3, H2 and H4	<ul style="list-style-type: none"> • Extra care housing • Nursing Homes • Supported Living
10. WASTE		
a. Waste	SADC Local Plan policy LG3	<ul style="list-style-type: none"> • Waste transfer • Household recycling
11. COMMUNITY FACILITIES		
a. Community Centres	SADC Local Plan Site Allocations H2 and H4	Community centres provision
b. Children's Homes	IDP	Children's homes provision
c. Youth Services	IDP	Youth Services provision
d. Libraries	SADC Local Plan policy SP7	Support for library services
e. Heritage	SADC Local Plan policy H2 and H4	Improve the understanding of heritage assets
f. Gypsy and Traveller	SADC Local Plan policy H3 and H4	Gypsy and Traveller sites
12. AFFORDABLE HOUSING		
Affordable Housing	SADC Local Plan policy LG1, LG4, SP4, HOU1, HOU2	Affordable Housing provision
13. SUPPORTING ENTERPRISE AND SKILLS		
Skills Strategy	SADC Local Plan policy LG3, H2, H2	Support for local enterprise and skills development
14. MONITORING		
a. Highways and Transport	SADC Policy LG3 (and EH Transport Assessment / Travel Plan)	Highways and Transport (including Transport Review Group)
b. Affordable Housing	SADC Local Plan Policy LG3, HOU1	Affordable Housing provision and need
c. Education	SADC Local Plan Policy H2, H4	Number of qualifying dwellings

d. SEND (Special Educational Needs) Provision	IDP	Number of qualifying dwellings
--	-----	--------------------------------

8.0 AFFORDABLE HOUSING STATEMENT

8.1 This Affordable Housing Statement has been prepared by David Lock Associates and is submitted in support of the outline planning application at Land at East Hemel. It provides a summary assessment of the application proposals against national and local policy in respect of affordable housing policy.

National Planning Policy Framework December 2024

8.2 The NPPF at paragraph 63 states that as part of delivering a sufficient supply of homes that meet local needs, *"the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies"*, including those who require affordable housing.

8.3 Annex 2 of the NPPF includes a definition of affordable housing to include affordable housing for rent and forms of Intermediate housing including Social Rent, other affordable housing for rent, discounted market sales housing (20% below market value) and other routes to home ownership including rent to buy. Footnote 31 sets out that the requirement to deliver a minimum of 25% of affordable housing as First Homes, as set out in 'Affordable Homes Update' Written Ministerial Statement dated 24 May 2021, no longer applies. Delivery of First Homes can, however, continue where local planning authorities judge that they meet local need.

8.4 Paragraph 64 of the NPPF states *"where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless:*

- (a) Off-site provision or an appropriate financial contribution in lieu can be robustly justified;*
- (b) The agreed approach contributes to the objective of creating mixed and balanced communities".*

St Albans Local Plan 1994

8.5 The Development Plan was adopted in 1994, and therefore precedes the any version of the NPPF, which was introduced in 2012.

8.6 The adopted Local Plan defines affordable housing as:

"Housing for sale, rent or equity sharing provided with an element of subsidy in order that it is accessible to people whose incomes are insufficient to enable them to afford adequate housing locally on the open market."

- 8.7 Policy Intention 1 shows that the Council has a flexible approach towards the provision of affordable housing, with a target of 200 AH dwellings per annum.
- 8.8 Policies 4 and 5 sets out that the council will seek to negotiate elements of affordable housing on sites of over 0.4 hectares or where 15 or more dwellings are proposed, but does not identify Hemel Hempstead as one of the target towns.
- 8.9 Policy 7A sets out that on each suitable site, the Council will seek to negotiate a proportion of affordable housing based on site and marketing conditions and local housing need.
- 8.10 Policy 8 establishes AH policies for development in the Metropolitan Green Belt. While the application site is not allocated in the adopted plan, due to the nature and scale of the development, the development does deliver on the demonstrable need for low-cost housing, which cannot be met at a similar scale in non-green belt locations and will have limited harm to the character and setting of Hemel Hempstead.

Affordable Housing SPD March 2004

- 8.11 The SPD establishes that on sites of 25 dwellings or 1 hectare and greater, 35% AH will normally be required, and that the majority of provision is expected to be general needs rented, although the council will negotiate a range of tenures.
- 8.12 While the SPD could be considered out of date due to being adopted in 2004, it still carries weight and therefore forms a material consideration. However, it is considered that significant changes to national policy (NPPF and PPG) since 2004 results in less weight to be attributed to the SPD.

St Albans Local Plan 2041

- 8.13 The emerging St Albans Local Plan 2041 sets out that LG1 Broad Locations will provide 40% affordable housing, which is in accordance with the provisions of Local Plan Policy HOU2. As noted in the main Planning Statement, whilst this is an OPA and the exact tenure and mix will be determined at detailed design stage, the applicant is committed to addressing local housing needs.
- 8.14 Policy SP4 sets out that good quality housing will provide a suitable mix of AH.
- 8.15 The specific site allocations in Part B of the LP do not establish site-based AH policies.

Proposed Development


- 8.16 The application proposals demonstrate compliance with national policy, adopted and emerging local plan policies, proposing up to 40% affordable homes (equating to up to 1,600 affordable homes) at East Hemel.

- 8.17 In line with the prevailing policy and Affordable Housing SPD, the precise affordable tenure and mix will be discussed and agreed with St Albans City District Council as part of the consideration of the application and secured through a section 106 agreement.
- 8.18 The Crown Estate will seek to work with registered providers, as appropriate, to ensure the right mix and tenure of housing is provided on site to meet local needs and help to deliver a mixed and balanced community on the site.

ANNEX A: EXTRACT SADC LP PART B: SITE ALLOCATIONS H2, H3 AND H4

H2 - East Hemel Hempstead (North), HP2 7HT

Parish / Ward	Redbourn	Allocated site boundary
Hectares	169.20	
Proposed use	Primarily residential 1,600 units (indicative) in total (1,235 in Plan period)	
Proforma Ref	Part of M-033	
HELAA Ref	Part of SMR-01-21	
Green Belt Sub Area Ref	SA-168 / SA-169a / SA- 171 / RA-54	

 District Boundary
  Site Boundary
  Metropolitan Green Belt

Key development requirements

The site is to the east of Hemel Hempstead, between the B487 to the north, the M1 to the east and Punchbowl Lane to the south. The site is adjacent to Hemel Hempstead, a Tier 1 settlement, and forms part of the wider Hemel Garden Communities programme.

East Hemel Hempstead (North) Broad Location will be developed in accordance with Policy LG2 and LG3 to provide a major urban extension of Hemel Hempstead that delivers approximately 1,235 dwellings to 2041 and beyond (approximately 365 homes to be delivered post-2041). The development will be required to deliver:

Green Network

1. Strategic and local public open space, including sports facilities, managed woodland and ecological network links that preserve and enhance links to site allocations H1 and H3, Spencer's Park and Woodhall Farm.
2. The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including the new local centre, surrounding neighbourhoods, schools, Country Park, the Nickey Line, Maylands Business Park, Hemel Hempstead Town Centre and railway station and Redbourn.
3. Improved and enhanced countryside access links including connections under the M1 motorway and improved off-road paths (Public Rights of Way) including Footpath 13 and Footpath 44. Access and route improvements to support active travel along Punchbowl Lane.
4. A range of community food growing opportunities including edible trails, orchards and community gardens.
5. A substantial new Country Park providing facilities for new and existing communities and a permanent green buffer to Redbourn.
6. Access and improvements to the Nickey Line including connections under the M1 motorway and wider placemaking enhancements set out in the Nickey Line Vision and Strategy. Public transport priority measures and active travel routes through the development and via the Nickey Line to the County park and SANG should be provided.

7. HGC Green Loop including Cherry Tree Lane leading to Holtsmere Lane and connections to the Green Loop.
8. High quality design and buffer zones to mitigate adverse impacts from motorway noise and air pollution and address the Buncefield oil depot and pipelines.
9. Green and blue infrastructure provision that includes a contribution to the SANG required across the HGC growth areas and BNG requirements (which aims to exceed the minimum target of 10%).
10. High quality surface water mitigation measures that incorporate existing surface water flow paths. Notably, there are two minor surface water flow paths on the site – one at the north of the site (which is associated with the large southern flow path) and a smaller flow path in the north east.

Integrated Neighbourhoods

11. The 1,600 dwelling figure above includes two extra-care facilities comprising of 70-80 self-contained units in each facility, one 70-80 bed nursing home and 7 supported living units for people with disabilities.
12. A 3FE primary school, including Early Years provision, to serve the new community. An 8FE secondary school to serve the new and existing communities.
13. An integrated Mobility hub with facilities to encourage and facilitate modes of transport other than the private car.
14. Safe, high-quality pedestrian and cycle crossings, including the Redbourn Road (B487), access to the Country Park, Nickey Line and Secondary School.
15. A high-quality gateway entrance along the Redbourn Road (B487) to Hemel Hempstead serving H1 and H2.
16. Development and design that connects the site to the neighbourhoods to the north and south and Spencer's Park to the west. Neighbourhood Masterplanning will respect the landscape and neighbourhood setting including the adjacent Spencer's Park and adjacent existing development, and new neighbourhood design coding, as set out in the Strategic Design Code.
17. Through Masterplanning the layout and design of development should minimise any harm to the setting and significance of the Grade II Listed Wood End Farm Cottages, Grade II Listed Wood End Farmhouse, Grade II Listed Large Barn at Wood End Farm, and The Aubreys Camp Scheduled Monument; this may include the incorporation of appropriate set backs of development and creation of open spaces.
18. Contributions to improve the understanding of the Aubreys Camp Scheduled Monument and its setting and the former railway line, the Nickey Line, by providing appropriate landscape improvement in the northern part of the Site and display boards showing the history of the monument and the Nickey Line.
19. Appropriate accommodation of and access to the significant electricity pylon line.

Self-sustaining Economy

20. New A new local centre, including education facilities and commercial development opportunities.
21. Development that maintains the existing farmstead, enhancing the existing setting and supporting opportunities for enterprise, skills, heritage and community enhancements. Opportunities for remote working within local centres.

Engaged Communities

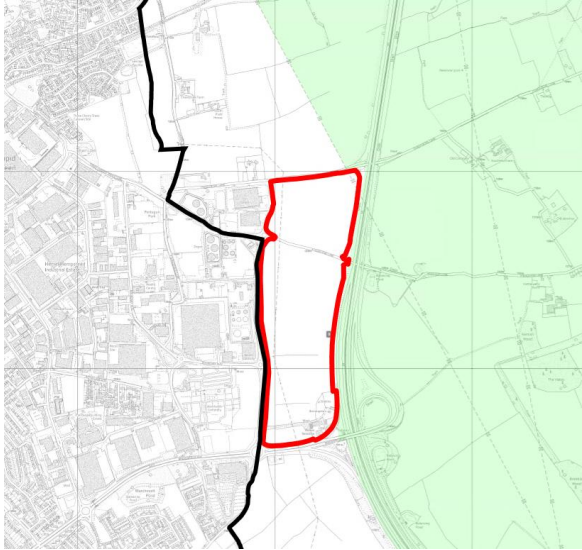
22. Recreation space and other community facilities, including a medical centre, sports hub and sports facilities and contributions to health and sports provision within the wider HGC Growth Areas.
23. The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Appropriate contributions must be made towards the Strategic Access

Management and Monitoring Strategy (SAMMS). Development proposals will also need to make provision for Suitable Alternative Natural Greenspace (SANG), as part of the wider SANG network across the HGC Growth Areas.

Environment Agency Constraints

24. Take appropriate account of these Environmental Constraints: Source Protection Zone; Historic Landfill; Bedrock Aquifer.

H3 – East Hemel Hempstead (Central), HP2 7LF

Parish / Ward	St Michael / Verulam / Redbourn	Allocated site boundary
Hectares	53.42	
Proposed use	Employment Led Mixed Use (Enterprise Zone)	
Proforma Ref	Part of M-033	
HELAA Ref	Part of SMR-01-21	
Green Belt Sub Area Ref	SA-166 / SA-167 / RA-51 / RA-52, RA-53 / RC-12 (partially)	



Key development requirements

The site is to the east of Hemel Hempstead, between Punchbowl Lane to the north, the M1 to the east and the A414 to the south. The site is adjacent to Hemel Hempstead, a Tier 1 settlement, and forms part of the wider Hemel Garden Communities programme.

East Hemel Hempstead (Central) Broad Location will be developed in accordance with Policy LG2 and LG3 to provide a major urban extension of Hemel Hempstead that provides a major new Enviro-Tech focused employment location, including enhanced transport infrastructure for new and existing employment and residential areas. The development will be required to deliver:

Green Network

1. Strategic and local public open space, including seating and facilities for employees and , ecological network links that preserve and enhance links to site allocations H2 and H4, the Country Park, Spencer’s Park and wider east-west routes into Maylands Business Park.
2. The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including surrounding neighbourhoods and local centres, Spencer’s Park, Maylands Business Park, the Country Park and Hemel Hempstead train station.
3. Contributions to access and improvement to the Nickey Line including wider placemaking enhancements set out in the Nickey Line Vision and Strategy.
4. Contributions towards the HGC Green Loop adjacent to the site including Buncefield Lane and Cherry Tree Lane and connections to the Green Loop.
5. Improved and enhanced countryside access links and off-road paths (Public Rights of Way) in and adjacent to the site and out into the wider recreational network to the east including to the existing Hogg End Lane, St Michael Footpath 3, Three Cherry Trees Lane and Punchbowl Lane.
6. High quality design and buffer zones to mitigate adverse impacts from motorway noise and air pollution and address the Buncefield oil depot and pipelines.

7. Green and blue infrastructure provision that includes a contribution to the SANG required across the HGC growth areas, where relevant, and BNG requirements (which aims to exceed the minimum target of 10%).
8. High quality surface water mitigation measures that incorporate existing surface water flow paths. Notably, there is a surface water flow path immediately north of Hogg End Lane and at the western extent of Hogg End Lane, immediately southwest of Green Lane.

Integrated Neighbourhoods

9. A 53 Hectare extension to Maylands Business Park, to the north of Breakspear Way and south of Punchbowl Lane, in accordance with the aims and status of the Hertfordshire Enviro-Tech Enterprise Zone (Hertfordshire Innovation Quarter) to deliver integrated Enviro-Tech Businesses, environmentally friendly buildings and complementary uses.
10. Employment uses including high quality offices, research and development, light industrial and logistics. Ancillary uses will be supported where they meet the needs of businesses. An over-concentration of low employment generating logistics uses will not be permitted.
11. The southern approximately 17 Hectares of the site will promote high density, higher skilled employment uses to deliver a Business, Research and Development Park and explore opportunities for education. The first phase of employment development will provide an innovation hub prioritising space for start-up units in high quality buildings and units that provide grow on space for small businesses and support the growth of life science and agri-tech businesses.
12. The remaining approximately 36 Hectares to the north of the site will promote uses such as logistics and mixed industrial areas.
13. All large format logistics buildings will need to use a graduated colour scheme to reduce their visual impact.
14. Development will be designed in accordance with the Strategic Sites Employment Uses Design Toolkit and HGC Strategic Design Code and take appropriate account of the Maylands Masterplan Plus document. Provision of up to 15-20 pitches for Gypsy and Travellers to meet identified need, taking into account existing local provision and the availability of alternative sites as well as best practice on location and design.
15. Safe, high-quality pedestrian and cycle crossings, including provision of active travel and cycle bridge across the A414.
16. Land, including land to the east of Junction 8, will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements.
17. An integrated mobility hub with facilities, to encourage and facilitate modes of transport other than the private car.
18. A high quality gateway entrance along the A414 to Hemel Hempstead serving H3 and H4.
19. Development and design should connect the site to the neighbourhoods to the south and north.
20. Through Masterplanning, the layout and design of development should minimise any harm to the setting and significance of Grade II Listed Breakspear, Grade II Gorhambury Registered Park and Garden and Grade II* Listed Gorhambury mansion; this may include the incorporation of appropriate set backs of development and creation of open spaces.

Self-sustaining Economy

21. A mix of employment uses linked to the Council's recent evidence base, and vision for Herts IQ to enable, around 6,000 jobs. The jobs growth will support rebalancing the local economy by prioritising higher-skilled jobs and learning opportunities for Hemel Hempstead and South West Hertfordshire.
22. Provision of wider ancillary uses along central Sustainable Transport Corridor through the development that complements the existing development at the heart of Maylands.

23. Exceptional environmental opportunities provided by this scale of employment development for large scale solar power generation; including on all rooftops and as appropriate on car parking, lorry parking etc.
24. Full exploration of possibilities for an offsite construction facility (primarily for modular housing) within the logistics and mixed industrial area.
25. Enable enhancements to Maylands local centre and strengthen active travel routes to this local destination.

Engaged Communities

26. Design of development that encourages natural surveillance onto key routes throughout the site and prioritise sustainable modes to access education, employment, retail and leisure.
27. Opportunities for skills sharing and training to support new businesses and business sectors should be encouraged and provision made where possible.
28. Early activation projects to enable start-up businesses to come forward.
29. The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Generally, use classes for this site will not be relevant in contributing to the CBSAC Mitigation Strategy. However, any relevant uses will need to make appropriate contributions towards the Strategic Access Management and Monitoring Strategy (SAMMS). If relevant, Development proposals will need to make provision for Suitable Alternative Natural Greenspace (SANG), as part of the wider SANG network across the HGC Growth Areas.

Environment Agency Constraints

30. Take appropriate account of these Environmental Constraints: Source Protection Zone (SPZ) 3; Bedrock Aquifer.

H4 - East Hemel Hempstead (South), HP2 4PA

Parish / Ward	St Michael / Verulam	Allocated site boundary
Hectares	142.0	
Proposed use	Primarily residential 2,400 units (indicative) in total (1,940 in Plan period)	
Proforma Ref	Part of M-033	
HELAA Ref	Part of SMR-01-21	
Green Belt Sub Area Ref	SA-162 / SA-164 & SA-165 / RA-51 / RC- 12 (partially)	



Key development requirements

The site is to the east of Hemel Hempstead, between the A414 to the north, the M1 to the east and the A4147 to the south. The site is adjacent to Hemel Hempstead, a Tier 1 settlement, and forms part of the wider Hemel Garden Communities programme.

East Hemel Hempstead (South) Broad Location will be developed in accordance with Policy LG2 and LG3 to provide a major urban extension of Hemel Hempstead that delivers approximately 1,940 dwellings to 2041 and beyond (approximately 460 homes to be delivered post-2041). The development will be required to deliver:

Green Network

1. Strategic and local public open space, including sports facilities, managed woodland and ecological network links that preserve and enhance links to Leverstock Green.
2. The high-quality Key and Local Transport Network including the Sustainable Transport Corridor, active and sustainable routes, wider routes, and interventions including safeguarding the opportunity for HERT through the site (as set out in the IDPs). The Key and Local Transport Network should connect local and key destinations including the new local centre, surrounding neighbourhoods, schools, Leverstock Green, Herts IQ and Maylands Business Park, Hemel Hempstead Town Centre and railway station and St Albans. Improved and enhanced countryside access links including connections and improved off-road paths (Public Rights of Way) including St Michael Rural Footpath 05.
3. A range of community food growing opportunities including edible trails, orchards and community gardens.
4. Protect the setting of Blackwater Wood Ancient Woodland to the south of the site.
5. The HGC Green Loop including Buncefield Lane, Westwick Row, Blackwater Lane, to Bunkers Park and adjacent to the site Bunkers Lane and connections to the Green Loop.
6. Green and blue infrastructure provision that includes a contribution to the SANG required across the HGC growth areas and BNG requirements (aims to exceed a minimum target of 10%).

7. A Significant Publicly Accessible Green Area providing facilities for new and existing communities and a permanent green buffer to the south-east.
8. High quality design and buffer zones to mitigate adverse impacts from motorway noise and air pollution and address the Buncefield oil depot and pipelines.
9. High quality surface water drainage mitigation measures that respect surface water flow paths. Notably, there is a major surface water flow path across the centre of the broad location, and three associated smaller flow paths. Opportunities to provide betterment upstream should be considered.

Integrated Neighbourhoods

10. The 2,400 dwelling figure above includes three extra-care facilities comprising of 70-80 self-contained units in each facility, two 70-80 bed nursing homes and 9 supported living units for people with disabilities.
11. One new 3FE and one new 2FE primary schools, including Early Years provision, to serve the new community and appropriate contributions towards secondary school provision.
12. Provision of up to 15-20 pitches for Gypsy and Travellers to meet identified need, taking into account existing local provision and the availability of alternative sites as well as best practice on location and design.
13. An integrated Mobility hub with facilities to encourage and facilitate modes of transport other than the private car.
14. Safe, high-quality pedestrian and cycle crossings, including provision of a high-quality active travel and cycle bridge across the A414 connecting sites H3 and H4.
15. Land will be safeguarded for access improvements associated with Junction 8 of the M1 motorway, in case it is required to come forward for junction improvements.
16. A high quality gateway entrance along the A414 to Hemel Hempstead serving H3 and H4.
17. Improvements / Contributions to support active travel along the A4147 route to St Albans
18. Development and design that connects the site to the neighbourhoods to the north and west. Neighbourhood Masterplanning will respect the landscape and neighbourhood setting, including the adjacent Leverstock Green neighbourhood, and new neighbourhood design coding, as set out in the Strategic Design Code.
19. Through Masterplanning, the layout and design of development should minimise any harm to the setting and significance of the Grade II Listed King Charles II Cottage, the Grade II* Listed Westwick Cottage, the Grade II Listed Westwick Row farm group, the Grade II Listed Corner Farm group, the Grade II Listed Dell Cottage, the Grade II Listed Beechtree Cottages, Grade II Gorhambury Registered Park and Garden and Grade II* Listed Gorhambury mansion; this may include the incorporation of appropriate set backs of development and creation of open spaces.

Self-sustaining Economy

20. A positive relationship with Leverstock Green and the wider existing neighbourhood structure of Hemel Hempstead.
21. Enable enhancements to Leverstock Green local centre and strengthen active travel routes to this local destination.
22. A new local centre, including education facilities and commercial development opportunities; which provide support for, rather than in competition with, existing Leverstock Green facilities.
23. Opportunities for remote working within local centres.

Engaged Communities

24. Recreation space and other community facilities, including contributions to health and sports provision within the wider HGC Growth Areas.
25. The site lies within the Chilterns Beechwoods Special Area of Conservation (CBSAC) Zone of Influence (ZOI). Appropriate contributions must be made towards the Strategic Access

Management and Monitoring Strategy (SAMMS). Development proposals will need to make provision for Suitable Alternative Natural Greenspace (SANG) as part of the wider SANG network across the HGC Growth Areas.

Environment Agency Constraints

26. Take appropriate account of these Environmental Constraints: Source Protection Zone (SPZ) 1; Bedrock Aquifer.

ANNEX B: SUPPORTING REFERENCE PLAN

Information shown is correct to the best of Prior + Partners' knowledge at date of issue.

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright and database rights 2021. Ordnance Survey AC0000931019. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

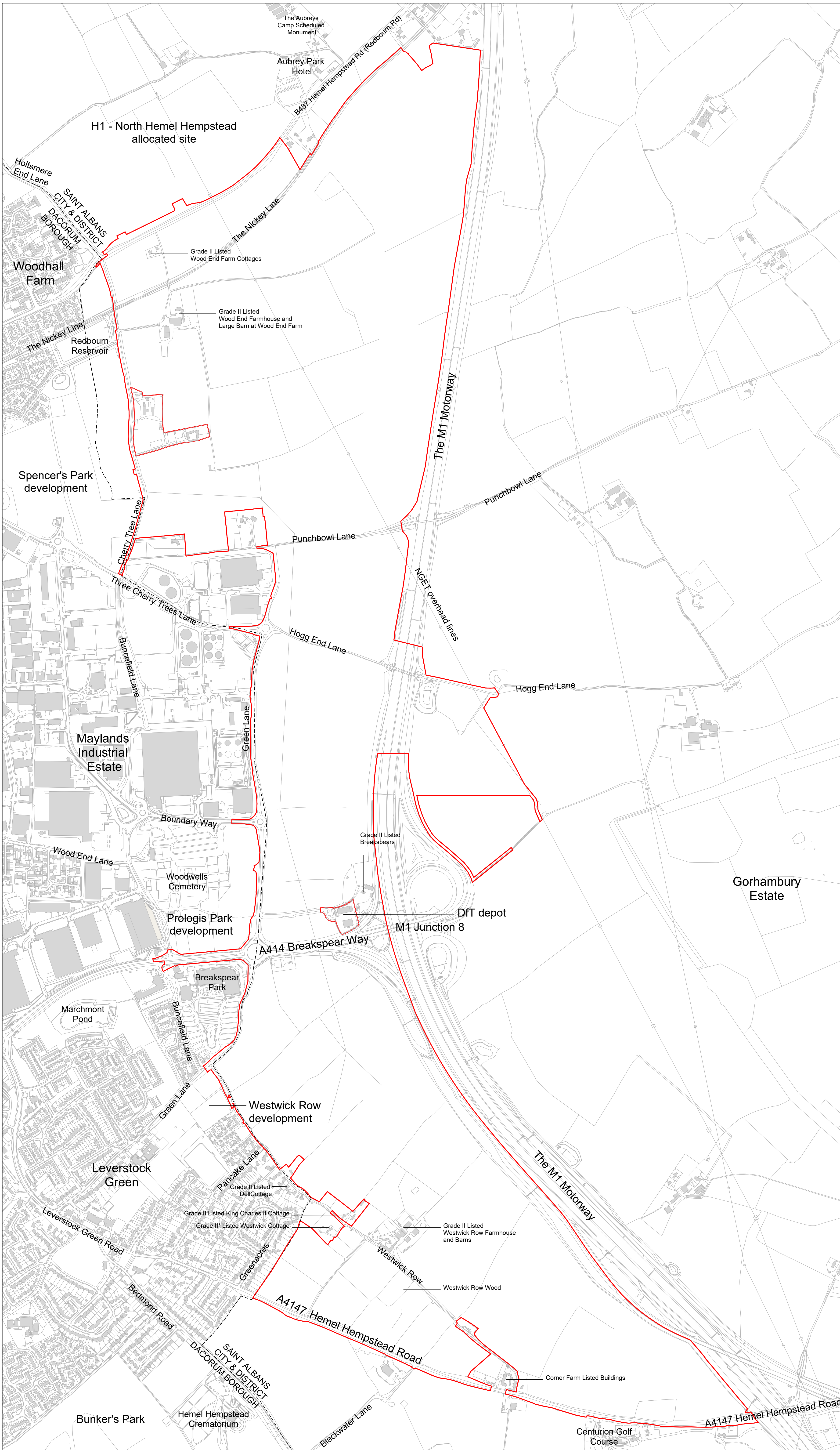
Copyright: Prior + Partners (P+P), 2025. All rights reserved. Except as permitted by the Copyright, Design and Patents Act 1988, no part of this document may be reproduced, stored, transmitted or distributed in any form or by any means, whether electronic, mechanical, by photocopy, recording or otherwise, without prior permission of a director. Except where otherwise expressly agreed in writing, P+P shall have no responsibility or liability for any loss (direct, consequential or otherwise) which may arise from the reliance on or use of this document or the information contained in it.

SCALE BAR - NORTH POINT



KEYS

- Application Boundary
- Local Authority Boundary



CLIENT THE CROWN ESTATE The Crown Estate	MASTERPLAN CONSULTANT PRIOR + PARTNERS Prior + Partners 70 Concorde Street London EC1M 6EE +44 (0)20 3951 0552
---	--

PROJECT TITLE
EAST HEMEL

DRAWING TITLE
**OUTLINE PLANNING APPLICATION
REFERENCE PLAN**

DATE 24/11/2025	DRAWN AA	CHECKED KK	APPROVED CP
PURPOSE OF DRAWING FOR INFORMATION		SCALE 1:6000	SIZE A1
DRAWING NUMBER EHUK_PRP_XXX_XXX_DR_T_00013		REV	04
-Reference Plan			

ANNEX C: SITE PLANNING APPLICATION HISTORY

Reference	Address	Summary of Development	Decision
5/2016/2110	Westwick Row Farm Leverstock Green Hertfordshire HP2 4UB	Certificate of Lawfulness (existing) - Use of barn as a carpentry workshop and storage	Withdrawn
5/2016/2115	Westwick Row Farm Leverstock Green Hertfordshire HP2 4UB	Construction of stable block (retrospective)	Withdrawn
5/2016/2104	Westwick Row Farm Leverstock Green Hertfordshire HP2 4UB	Certificate of Lawfulness (existing) - Use of barn as a car repair workshops and storage	Withdrawn
5/2015/2566	The Croft Lilly Lane Hemel Hempstead Hertfordshire HP2 7HR	Single storey side and rear extension	Approved
5/2008/2759	The Orchard Westwick Row Hemel Hempstead HP2 4UD	Front entrance canopy, two storey side and single storey rear extensions, front and rear dormer windows and alterations to openings (resubmission following withdrawal of 5/08/2008)	Withdrawn
5/2006/0776	Westwick Row Farm Westwick Row Hemel Hempstead HP2 4UB	Reduction in size of existing earth bund	No objection
5/2006/1819	Westwick Row Farm Westwick Row Hemel Hempstead HP2 4UB	Retention of existing earthbund (resubmission following planning application 5/06/0776CM)	No objection
5/2005/2556	Breakspear House Green Lane Hemel Hempstead HP2 4UE	Detached self contained ancillary residential accommodation and detached double garage with storage	Refused
5/2005/0884	Eaton Lodge Punch Bowl Lane Redbourn HP2 7HT	Certificate of Lawfulness (existing) - Use as car repair workshops (resubmission following refusal of 5/04/0887CE)	Refused
5/2004/1337	Breakspear House Green Lane Hemel Hempstead HP2 4UE	First floor extension over existing garage to create self-contained guest accommodation	Refused
5/2003/1051	Westwick Row Farm Westwick Row Hemel Hempstead HP2 4UB	Change of use of land to riding school and erection of a fenced manage	Approved

5/2001/1849	Woodend Farm Cherry Tree Lane Hemel Hempstead HP2 7HS	Change of use of barns to Class B1 (offices/light industrial), internal and external alterations and demolition of steel portal frame barn	Approved
5/2001/1823	Wood End Farm Cherry Tree Lane Hemel Hempstead HP2 7HS	Change of use of barns to Class B1 (offices/light industrial) alterations and demolition of steel portal framed barn	Approved
5/2000/0528	Units A & B Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of existing house and outbuildings into five dwellings and associated car parking (amendment to permission 5/97/1108 - resubmission following refusal of 5/99/1744)	Approved
5/1998/0752	Westwick Warren Westwick Row Leverstock Green	First floor side and rear extension	Approved
5/1998/1780	Unit C Cherry Tree House Cherry Tree Lane Hemel Hempstead	Garden store	Refused
5/1997/1099	Westwick Row Farm Westwick Row Leverstock Green	New agricultural building	Approved
5/1997/1108	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of existing house and outbuildings into five dwellings and associated car parking	Approved
5/1996/1193	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of redundant outbuildings to three dwellings	Approved
5/1993/1878	Land Off Breakspear Road Hemel Hempstead	Change of use to Go-Karting circuit	Refused
5/1991/0143	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of barns to bed and breakfast accommodation	Refused
5/1990/2121	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of barns to Bed and Breakfast Accommodation (Reserved Matters)	Approved
5/1988/1328	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Change of use to dwelling units	Refusal – appeal dismissed.
5/1988/2483	Kinsbourne Green To Buncefield	Pipeline construction (Humberside to Buncefield)	Approved
5/1987/1596	Cherry Tree House Cherry Tree Lane Hemel Hempstead	Conversion of barns to bed and breakfast accommodation.	Approved

5/1986/1456	Off Westwick Row Leverstock Green Hemel Hempstead Herts	Provision of 33.000 volt overhead electricity line.	Approved
5/1983/1278	King Charles Ii Cottage Westwick Row Leverstock Green Herts HP2 4UB	Modification of Roof over single storey garden room from Lean-to to Pitched. To improve weather proofing and at the same time be more in character with existing building.	Approved