

## Views and Visibility

A Landscape and Visual Impact Assessment (LVIA) forms part of the Environmental Statement submitted with this application. The role of the LVIA is to identify, assess, and influence the design response to potential impacts on landscape character and visual amenity, ensuring mitigation is considered as an integral part of the design process. This section provides a summary of views and visibility, while the LVIA sets out a detailed assessment of potential effects, mitigation measures, and overall findings.

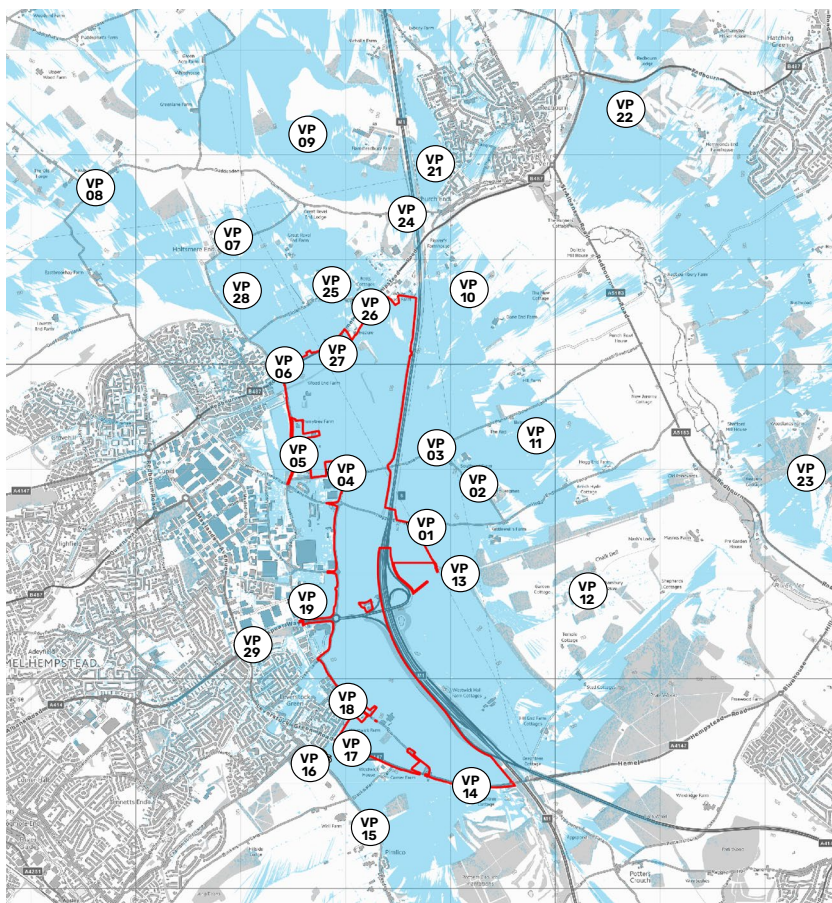
Views towards the Site from the wider landscape are limited, restricted to the west by existing development within Hemel and contained by the M1 and landform to the east. To the north and south, vegetation heavily filters views. Views from the Chilterns National Landscape are limited due to high levels of woodland and vegetation cover, with unlikely effects on views from this designation.

There are very few sensitive visual receptors for a development of this size, including residential properties within and immediately adjacent to the Site, properties within 500m of the Site and recreational receptors on public rights of way such as the Nickey Line.

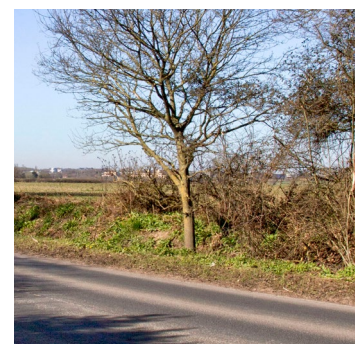
There are no notable views for users of Gorbambury House and gardens towards Hemel Hempstead as they are heavily screened by mature woodland blocks. The setting of this Listed asset is investigated further in the heritage assessment.

## Masterplan Considerations

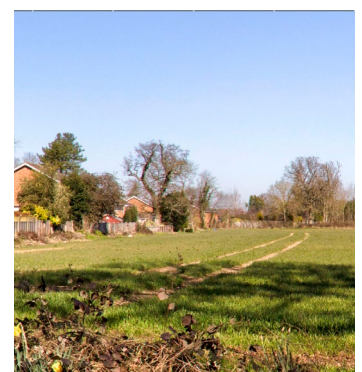
In the LVIA, a selection of viewpoints from various visual receptor groups, identified in **Fig 02.33**, are assessed to understand the potential effects of the proposed development upon these aspects within the 3km study area. This testing has iteratively informed the development of the masterplan, particularly in terms of heights and view corridors.



**Fig 02.33** Draft Zone of Theoretical Visibility showing potential visibility and LVIA viewpoints



**Fig 02.32** View looking west along Hemel Hempstead Road near Beechtree Cottages (VP14)



**Fig 02.34** View from Bedmond Road on the edge of Leverstock Green (VP16)



**Fig 02.35** View from Redbourn Village on the Hertfordshire Way (VP21)



**Fig 02.38** View from Gorhambury Estate grounds (VP12)



**Fig 02.36** View from footpath on the boundary of the Chilterns National Landscape (VP08)



**Fig 02.37** View from the Scheduled Monument Aubreys Fort (VP24)

## Open Spaces, Parks and Gardens

Neighbourhoods adjacent to the Site and in the wider town have a well established network of open space originally planned as part of the New Town, including public parks, gardens, playing fields, allotments and cemeteries.

Bunkers Park to the southwest of the Site is a large, well-used open space with parking, a range of habitats, and connections to Long Deans Nature Reserve. Bunkers Park is being improved by Dacorum Borough Council to serve as a SANG. The Registered Gorhambury Park and Gardens has ticket admission on limited dates only and is therefore not considered a public green space.

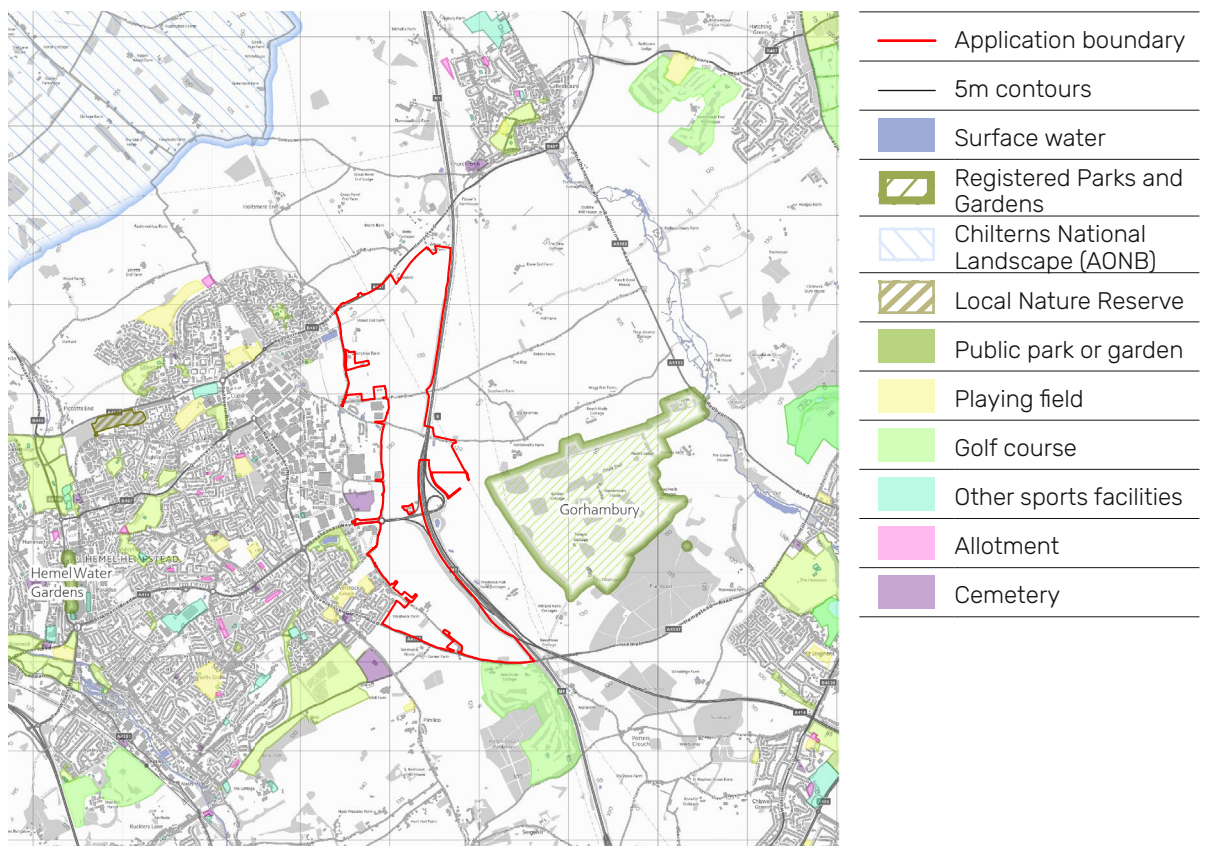
Gadebridge Park is Hemel's largest and most popular green space with amenities such as picnic areas, splash park, and a skateboard park. Habitats are currently being improved in the park as part of the River Gade restoration

project. The Jellicoe water gardens in the town centre are also popular.

Leverstock Green has a large attractive village green. Smaller amenity spaces within recent nearby developments such as Kingcup Avenue and Swallow Field generally contain elements of play and Sustainable urban Drainage Systems (SuDS). There is a Community Garden being brought forward as part of a separate application by The Crown Estate in collaboration with Sunnyside Rural Trust at the north-western edge of the Site.

### Masterplan Considerations

There are opportunities to integrate the Site into the open space network, through creation of new open spaces and enhancing connectivity and public access in the area. Particularly, connecting the Site's southern open space and movement networks to off-site routes such as the HGC Green Loop provides an opportunity to stitch into the wider open space network such as Bunkers Park.



**Fig 02.41** Parks and open space in Hemel and adjacent area



**Fig 02.42** Gadebridge Park



**Fig 02.43** Woodland with priority habitat designation (northern section)



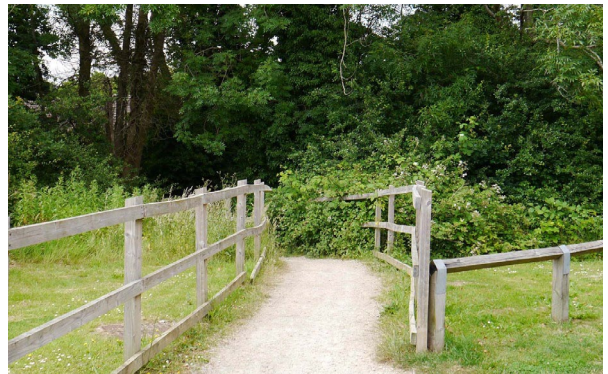
**Fig 02.44** Leverstock Green boasts several open spaces and playing fields



**Fig 02.45** Jellicoe Water Gardens



**Fig 02.46** Bunkers Park is a well used, well connected open space



**Fig 02.47** Swallow Fields development Nickey Line connection



**Fig 02.48** Central amenity greenspace in Kingcup Avenue by the Buncefield Quietway



**Fig 02.49** Amenity greenspace in Swallow Fields development

## 02.2.6

# Movement Networks

## Rail

There are two railway stations within approximately 5km of the Site: Hemel Hempstead Station and Apsley Station. Both are managed by London Midland and provide direct services to destinations in the south such as London and Croydon and in the north, such as Tring, Milton Keynes and Northampton.










Apsley Station has 12 secure cycle parking spaces whilst Hemel Hempstead Station has 200 secure cycle parking spaces.

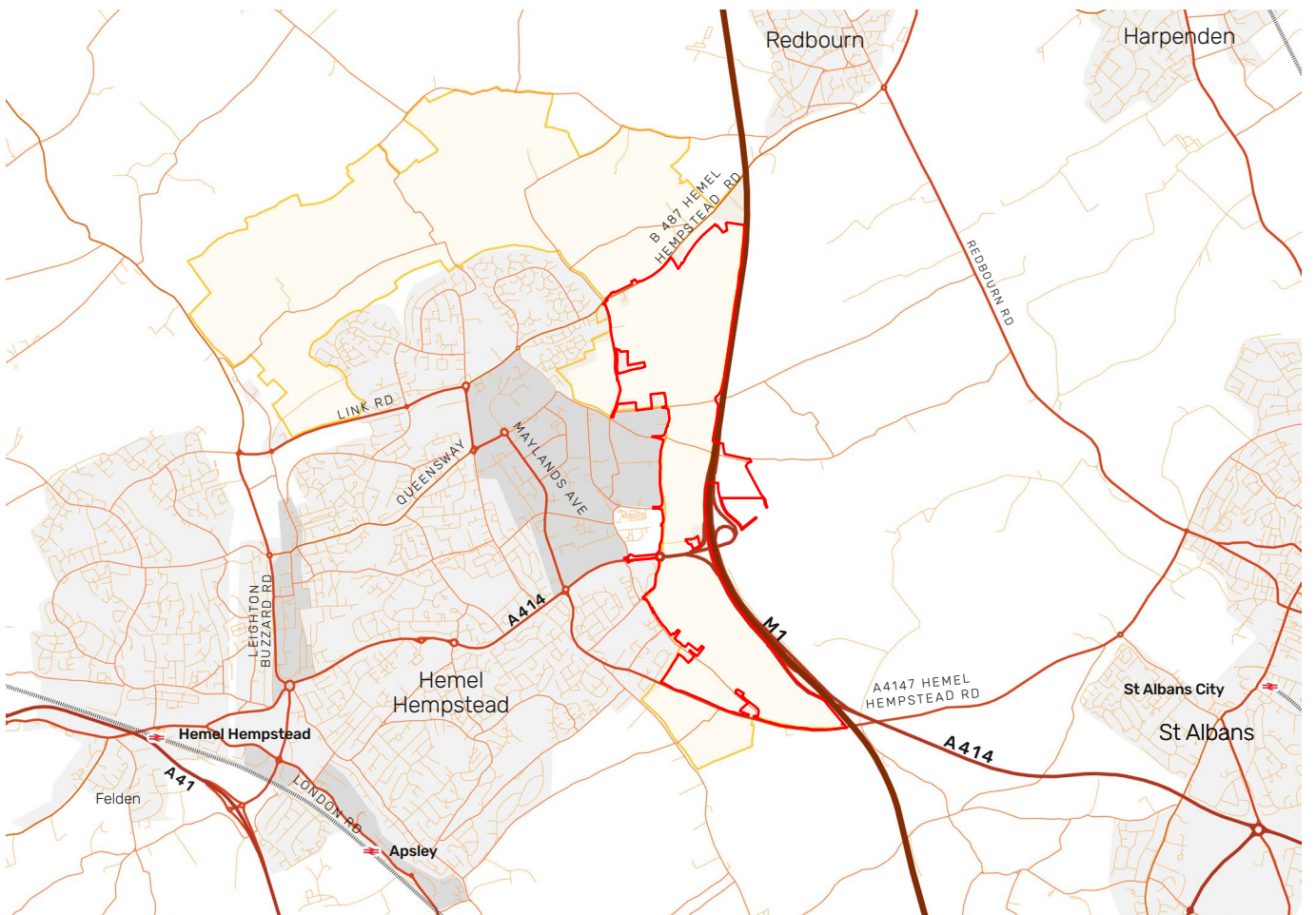
St Albans station is approximately 7km to the southeast of the Site and can be reached in c. 30-minutes by bicycle from the southern neighbourhood while a cycle time of c. 40-50-minutes is achievable from the central commercial area and the northern neighbourhood. Similarly, Harpenden Station is approximately 8km to the northeast of the Site and is accessible via the Nickey Line, and has similar cycle times from the northern neighbourhood. Both stations offer Thameslink services via central London to Rainham and Three Bridges, and to the north to Bedford and Luton.

## Roads

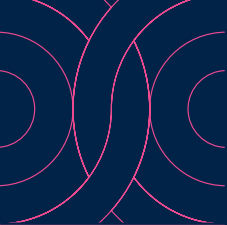
Within the town, a network of A-roads function as a backbone for local movement. These provide access to neighbourhoods and link major destinations such as the town centre, Maylands Industrial Estate business area, the railway station, the M1/A41, and St Albans. The A414, also known as St Albans Road, acts as the town's primary east-west spine, playing a central role in east-west connectivity.

Supporting this structure, B-roads offer secondary routes to nearby towns including Redbourn, Harpenden, and Leighton Buzzard. Minor roads operate as internal spines within neighbourhoods, facilitating intra-community travel. At the most local level, access roads connect individual plots and are often designed as circuitous routes or cul-de-sacs, shaping the residential character of the town.

	Application boundary
	Railway
	Motorway
	Primary roads
	A Roads
	B Roads
	Minor Roads
	Local Roads
	HGC Growth Area



**Fig 02.50** Local road and rail network



## Bus

Within the vicinity of the northern neighbourhood and central commercial area, there are several existing bus services that pass within an accessible distance of the Site. There are four bus stops located within the immediate vicinity of the site boundary on Boundary Way, Redbourn Road, opposite Shenley Road, and Redbourn Road near Cherry Tree Lane.

In the south, there are a number of bus stops on the A414 within the vicinity of its junction with Green Lane as well as along the A4147 near to Pancake Lane and Greenacres.

Existing local services serving the Site include:

- Route 1 Leverstock Green (Circular)
- Route 2 Woodhall Farm - Bennetts End
- Route 46 Luton - Hemel Hempstead
- ML1 Hemel Hempstead Railway Station - Maylands Ave
- Route 302 Hemel Hempstead Railway Station - Welwyn Garden City Bus Station

## Walking and Cycling





















The Nickey Line is a disused railway line that now forms a long distance, off-road footpath and cycle which runs east-west in the north of the Site providing connectivity to Redbourn, Harpenden and Hemel Town Centre, as well as traffic-free access to local schools and employment areas.

Another notable route west of town is the Grand Union Canal which provides an off-road walking and cycling route connecting Hemel, Berkhamsted and Tring.










Punchbowl Lane, Hogg End Lane, as well as a number of Public Rights of Way provide access east of the M1 into the countryside.

There is a network of advisory routes for walking and cycling throughout Hemel which provide alternatives to the strategic road network.

Key for Fig 02.51

	Application boundary
	Railway
	Route 1
	Route 2
	Route 3
	Route 46
	Route ML1
	Route 301/302
	Route 320
	Route 4
	Route 20
	Route 721
	Route 212
	Route H10
	Route 824 (school)
	Local centre
	Secondary school
	Supermarket
	Hospital
	HGC Growth Area

Key for Fig 02.52

	Application boundary
	Railway
	Roads
	Advisory routes
	Recommended linking routes
	Public Rights of Way
	National Cycle Network / Nickey Line
	Grand Union Canal towpath
	HGC Growth Area

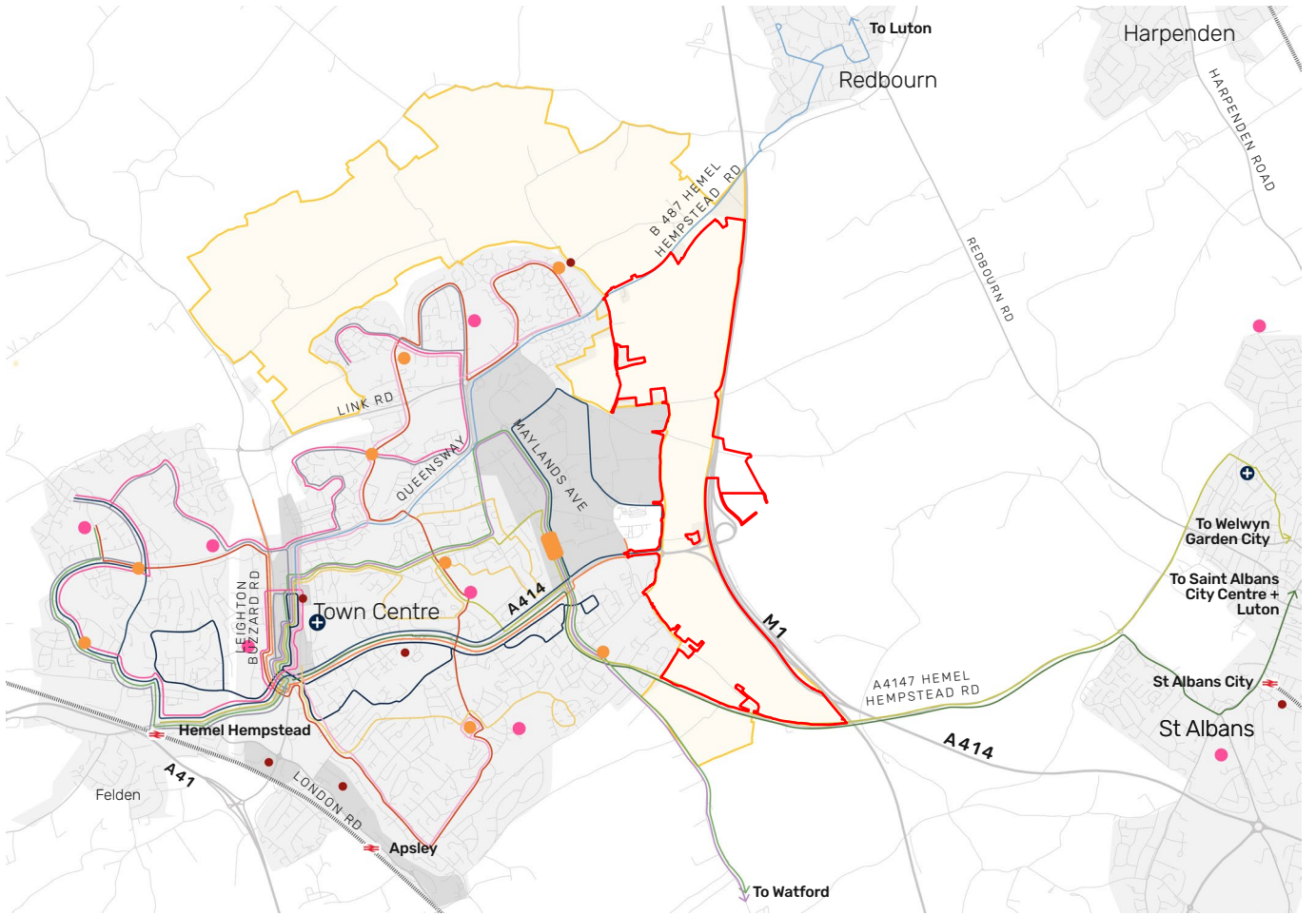


Fig 02.51 Local bus network

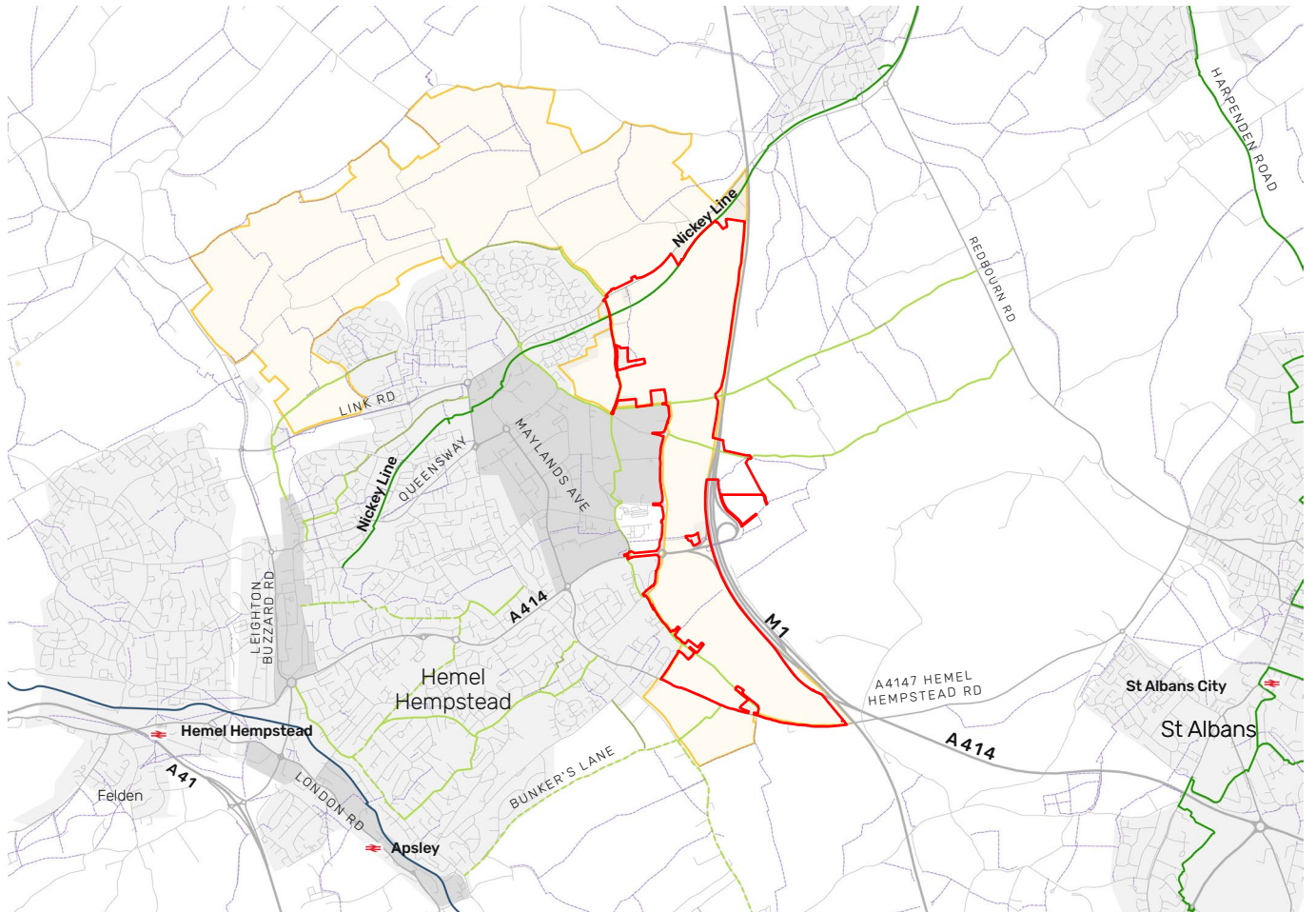


Fig 02.52 Local pedestrian and cyclist network

### Walking Catchment

A walking isochrone showing a 2km distance from the centre of each development parcel is shown in Fig 02.53. This demonstrates that based on the existing network, several local facilities are within a 2km, or 20-30 minute walk, including:

- Woodhall Farm local centre
- Brockwood Primary School
- Maylands Industrial Estate
- Maylands Avenue local centre
- Leverstock Green local centre
- Leverstock Green CofE primary school

The analysis also demonstrates that most of the commercial area at East Hemel falls within this 2km radius of the northern and southern areas, reinforcing the opportunity to provide local jobs and the need to provide safe and convenient walking routes to and within the commercial area.

These are direct, "crow fly", distances rather than along specific routes and should therefore be taken as approximations for guidance.

### Cycling Catchment

A cycling isochrone showing a 5km distance from the centre of each development parcel is shown in Fig 02.54.

This demonstrates that based on the existing network of dedicated cycling facilities and local roads, a large number of facilities are within 5km of the site, comfortable cycling distance, including:

- Hemel Town centre
- Hemel Hempstead Railway Station
- Jarman Park
- Numerous secondary schools

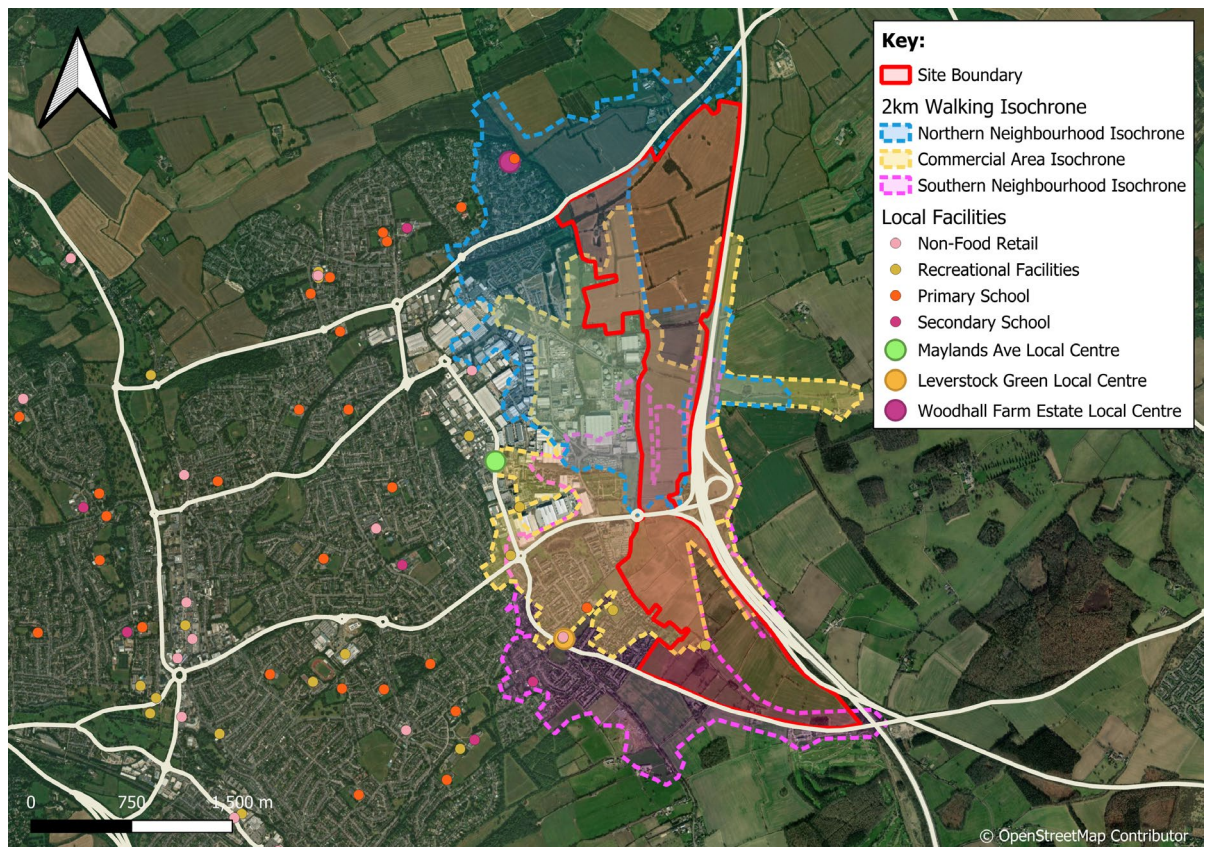
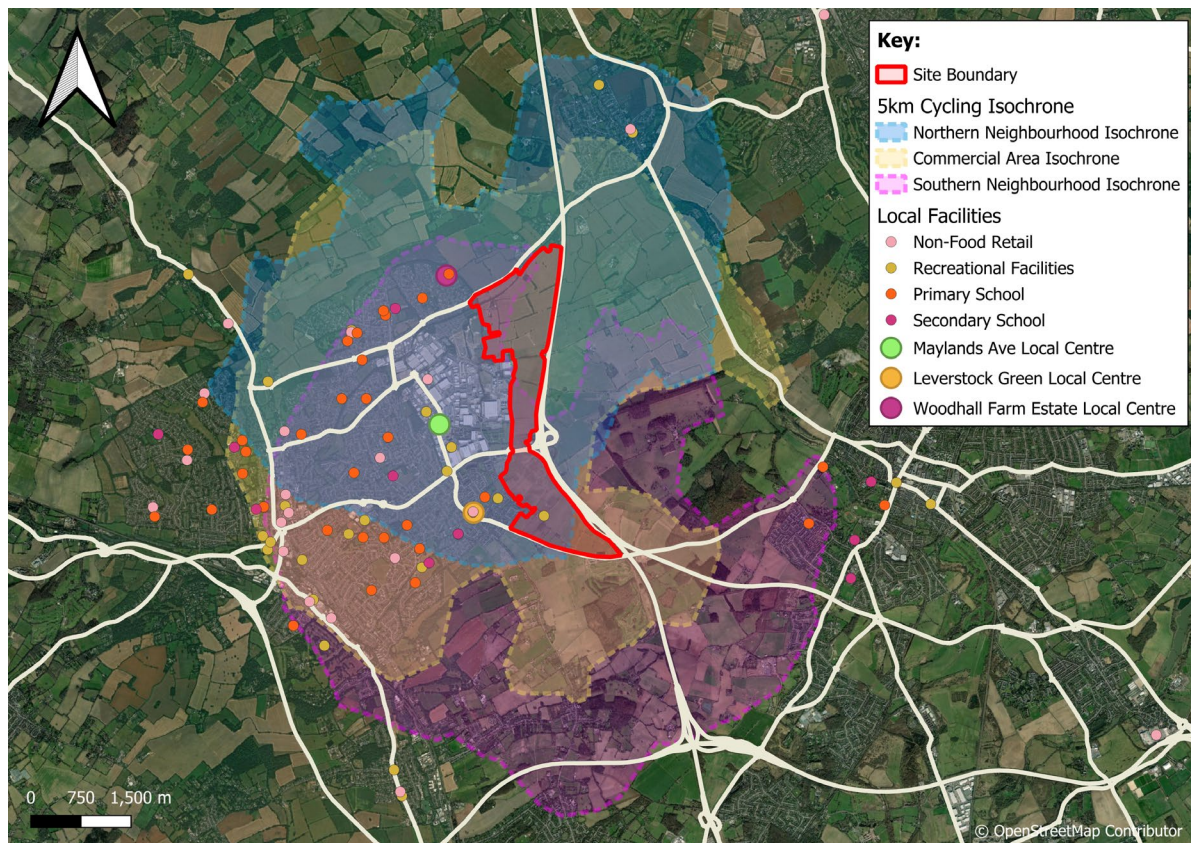


Fig 02.53 2km walking catchments

## Masterplan Considerations

The Site's adjacencies to a number of strategic, 'advisory' walking and cycling routes—including the Nickey Line and Bunker's Lane—the overall proximity of the town within a cycling distance in particular, the presence of bus services connecting to Hemel Hempstead town centre and railway station, as well as walkable links to the Maylands Employment Area, reinforces the potential for high levels of active and public transport use.



**Fig 02.54** 5km cycling catchments

# Socio-economic Context

The demographic and social characteristics of the local area, including existing social infrastructure, have been considered, both to understand the baseline condition as well as to identify opportunities for future development. These are covered in more detail through Chapter 16 of the ES.

Publicly available secondary statistical sources have been used, such as the Office for National Statistics' (ONS) Business Register and Employment Survey (BRES), Annual Business Survey (ABS), Annual Population Survey (APS), Census and Ordnance Survey.

Data has been analysed at the 'local area' level, which includes surrounding lower layer super output areas (LSOAs) in both St Albans and Dacorum districts, as compared to the St Albans District, Hertfordshire County, and national levels. The local area of study is shown in Fig 02.55.

## Population

There are 19,517 people living in the local area, 22% of which are aged 0-15, 62% of which are aged 16-64, and 16% of which are aged 65+. The local area has a similar age profile to the district, and both have a higher proportion of people aged 0-15 than the county and national averages. This indicates a prevalence of families locally.

While St Albans is expected to see a c. 0.6% decline in population between 2024 and 2034, the county is expected to see population growth of around +1.4%.

## Employment

The proportion of residents aged 16 or over who are economically active in the local area is in line with the district and county, and higher than the national average.

The proportion of residents who hold a Level 4 qualification or above in the local area (34%) is significantly lower than St Albans (53%) but in line with the national average. The proportion of residents with no formal qualification is also higher in the local area (15%) than in St Albans (10%), but lower than the national average (18%).

Most residents in the local area are employed in higher paid and skilled occupations, with the highest proportion of the population (18%) employed in professional occupations. The local area has a lower proportion of people working in managerial, professional, and technical occupations (47% combined) than St Albans (67%) and the county (54%).

Consequently, the local area has a higher proportion of residents in administrative, skilled trades and service occupations and in customer service, processing and elementary occupations than across St Albans and Hertfordshire.

## Local Economy

The local area has a relatively large economy which is dominated by Maylands Industrial Estate: a significant employment area defined by industrial, logistics, distribution, offices and manufacturing spaces.

As a result, the local area generates around £2.8bn each year in Gross Value Added (GVA), representing 6% of the total Hertfordshire Country GVA of £46.6bn.

There are c.25,600 jobs in the local area equivalent to 12% of Hertfordshire's employment base.

The local area has an employment profile reflective of uses in Maylands Industrial Estate: a mix of office-based and warehouse employment. The key sector in the local area is wholesale, which at 20% of jobs has significantly higher representation than in St Albans and Hertfordshire overall. Other prominent sectors in the local area are transport & storage (16%), information and communication (16%) and professional, scientific & technical (10%).

## Housing

There are 7,810 homes in the local area, the predominant type being semi-detached houses, albeit these are less common than when compared to the district and county. Flats and terraces are more prominent in the local area than St Albans and Hertfordshire.

With 64% of homes being owner occupied, the local area has a lower proportion of home ownership than the district and county, but higher than the national average. There is a higher proportion of social rented homes in the local area than across all spatial scales, while the proportion of homes privately rented is lower.

## Education

HCC is the Education Authority responsible for school place planning across the county.

### Primary schools

There are seven state-owned primary schools within 1.6km of the Site, below. Of these, four have almost no capacity, two have constrained capacity and one has sufficient capacity.

- Brockswood Primary School
- Maple Grove Primary School
- Leverstock Green CoE Primary School
- Holtsmere End Junior School
- Holtsmere End Infant and Nursery School
- Hobbs Hill Wood Primary School
- Saint Albert the Great Catholic Primary School

School place planning documents from HCC highlight that, at a county level, pupil numbers have peaked in the primary phase with smaller cohorts now entering reception. Projections indicate this trend may continue in coming years; the scale and impact of this decline in intake will vary in different areas.

### Secondary

There are three secondary schools within 3.2km of the Site, all with some spare capacity:

- The Astley Cooper School
- The Adeyfield Academy
- Longdean School

Across all secondary schools considered spare capacity sits at 10% or 345 places. Current capacity across the county reflects the peak demand of primary school places. HCC School planning documents suggest that this demand will fall as the current cohorts move upwards.

## Healthcare

There are three GP surgeries located within 1.6km of the Site:

- Woodhall Farm Medical Centre
- Verulam Medical Group Coleridge
- Everest House Surgery

Across these, two have a patient per GP ratio significantly over the recommended benchmark whereas Everest House Surgery has a marginally lower ratio .

Across a wider area, the surgeries are part of Alliance Primary Care Network (PCN) and Dacorum PCN which together cover a total of nine GP practices. While designed to ease capacity pressures, the Alliance PCN and Dacorum PCN combined have a higher patient per GP ratio than local GPs, the Integrated Care Board sub-group and the national average.

















## Community Facilities

There are a mix of community facilities within local area, including:

- 4th Hemel Hempstead Scout Group
- Adeyfield Free URC Church
- Grace Communion Hemel
- Hemel Hempstead Community Church
- Hemel Online Community
- Holy Trinity Church of England
- Leverstock Green Library
- Leverstock Green Village Association
- Nu-World Hub
- PIWC Hemel Hempstead
- The Active Dacorum Hub
- Woodhall Farm Community Centre

## Masterplan Considerations

- The local area has a strong jobs offering with a large economic significance to the county due to Maylands Industrial Estate. There is an opportunity to build on these locational and sectoral strengths, as well as to diversify the local employment offer.
- The lower proportion of residents locally with L4 qualifications reinforces the opportunity to provide a variety of employment opportunities, focussing on providing high quality jobs and supporting groups who currently do not access high skills employment.
- The greater diversity of housing types and tenures locally than in the county is an opportunity to build on this—and on Hemel's new town legacy of innovative housing types and commitment to social housing provision—to offer a diversity of housing types and tenures at East Hemel.
- There is limited existing primary school and GP capacity locally, indicating that East Hemel will need to work with HCC and the ICB to deliver schools and healthcare for its new population and potentially alleviate pressure locally.
- The capacity identified at local secondary schools, and projections for reduced demand in coming years, indicates that local schools could be relied on in early phases to accommodate East Hemel secondary school pupils, but that overall the Site will need to deliver a secondary school serving both East Hemel as well as the wider growth area.

	Application boundary		Retail / shopping
	Higher education		Supermarket
	Secondary schools		Hospital
	Primary schools		GP surgery
	Special / SEND schools		Community centre
	Independent schools		Sports facility
	Town centre		'Local area' of study
	Local centre		HGC Growth Area

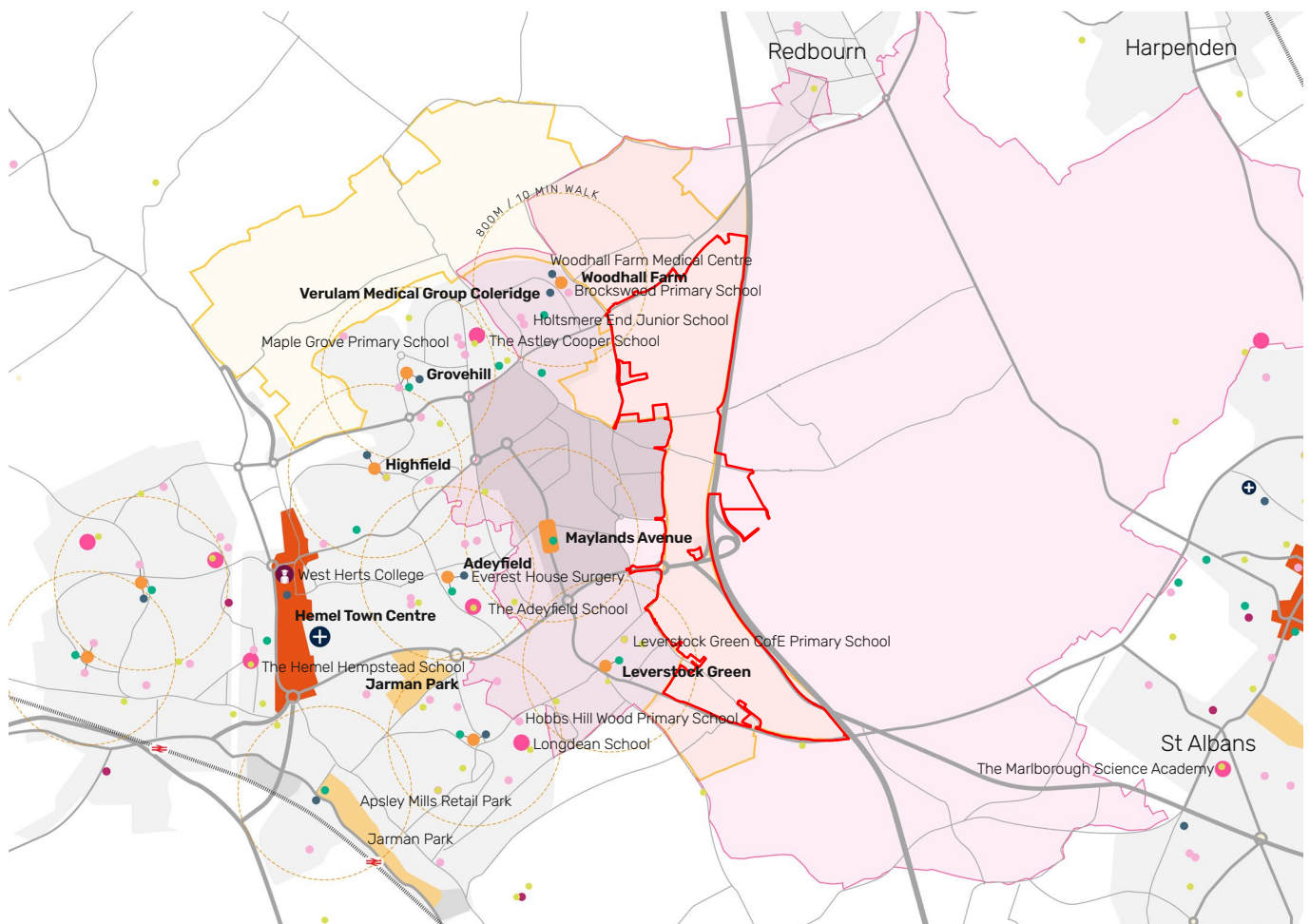


Fig 02.55 Centres, facilities and local area of study

## Play and Sports Provision

### Play

There are a number of play areas of varying scale in adjacent Hemel Hempstead.

Adventure play is a recurring local theme, however the scale and diversity of the play offer vary with some having more standard equipped play.

Smaller, local scale playspaces are available in adjacent Swallow Field, although they are segregated and fenced off by age group.

More naturalistic play with timber equipment is provided in the development adjacent to the Buncefield Quietway.

### Sports

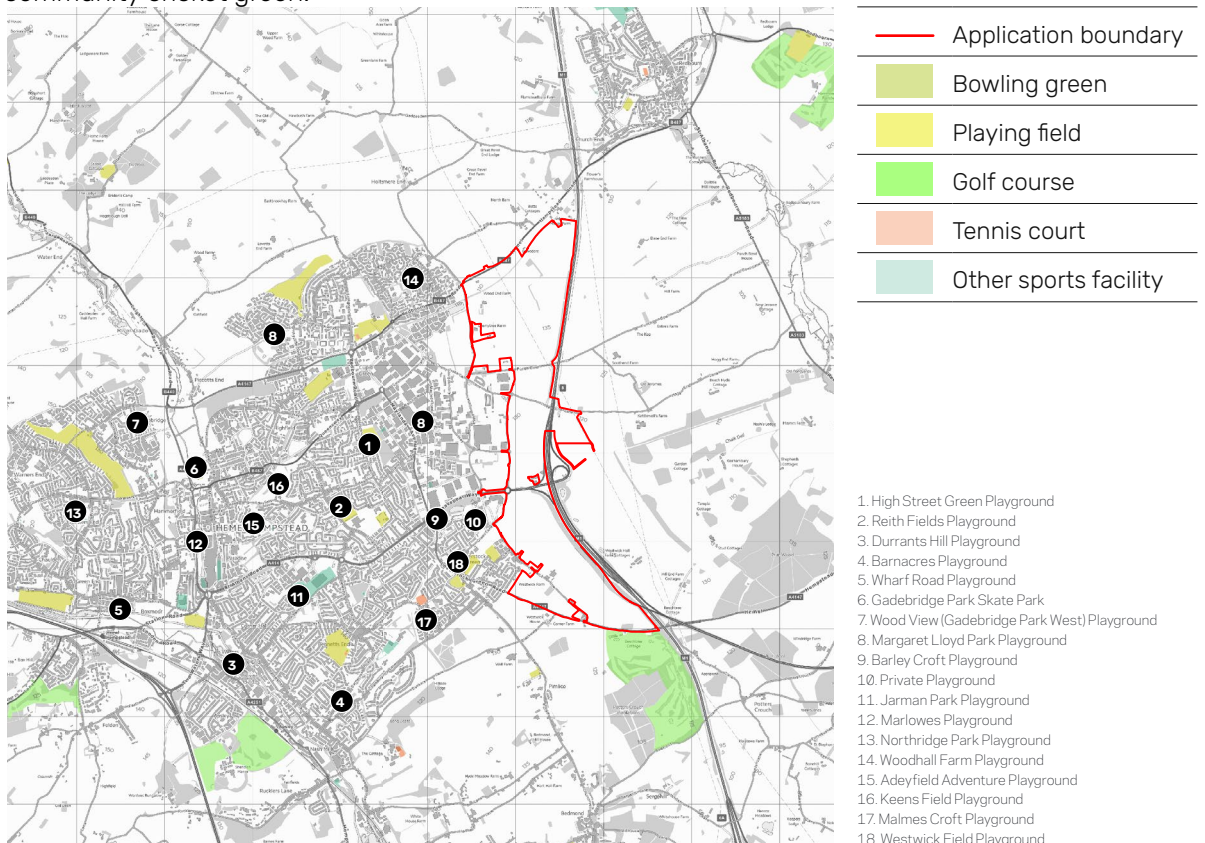
There are high quality playing fields in adjacent neighbourhoods, particularly in Leverstock Green which has football pitches, recreation grounds and a large attractive community cricket green.



**Fig 02.58** Grovehill and Woodhall Adventure Park



**Fig 02.59** Play area in Kingcup Avenue development



**Fig 02.57** Play areas in Hemel Hempstead

To the west of the Site within a 3km radius, there are surfaced tennis courts, a running track, sports centres and activity camps.

Future phases of Spencer's Park development include a Multi-Use Games Area (MUGA) and playing fields.

Grovehill and Cupid Green include areas of public playing fields, tennis/ netball courts and dance studio which are easy to access from the Site via the Nickey line, approx 1km west of the northern part of the Site.

Centurion Golf Club is adjacent to the south-east site boundary, however this is not a public space as it requires membership. There are other golf courses in a 5-6km radius.

Although the Bridleway network around the Site is sparse, there is an active horse riding community around the Site and country lanes are being used by equestrians. There is currently a riding school within the Site.

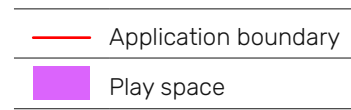
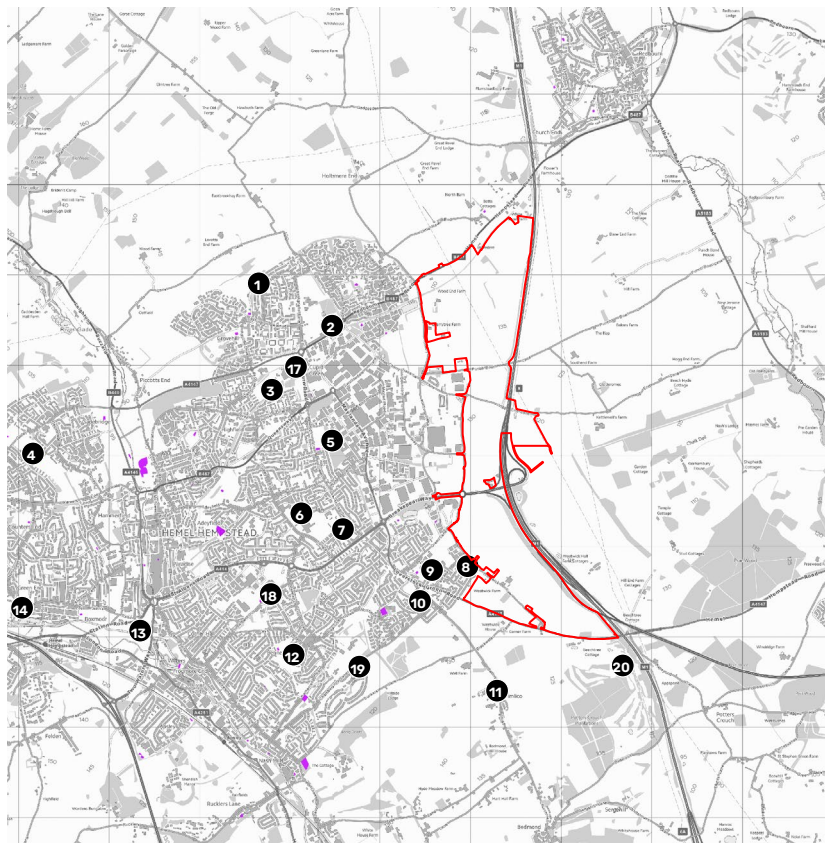
### Masterplan Considerations

With the prevalence of adventure play locally, there is an opportunity to integrate imaginative and naturalistic play into new open spaces to enrich the existing network.

There is an opportunity to reinforce connections to existing sports and play facilities, to facilitate their use and access by new communities, and vice versa to facilitate accessibility to new facilities for existing communities.



Fig 02.61 Leverstock Green cricket pitch



1. Grovehill Playing Fields
2. Cupid Green Playing Fields
3. Hemel Stags Rugby Club
4. Spring Fields
5. High Street Green
6. The Raith Fields
7. Hemel Hempstead Town Football Club
8. Leverstock Green Football Club
9. Westwick Field
10. Leverstock Green Cricket Club
11. Tornado Sports Club
12. Coronation Fields
13. Hemel Hempstead Town Cricket Club
14. Hemel Hempstead (Camelot) Rugby Union Football Club
15. Redbourn Cricket Club
16. Harpenden Rugby Club
17. Hemel Aces Home Ground
18. Jarman Park Athletics Track
19. Longdean Sports Centre (prev Sportspace)
20. Centurion Club
21. Harpenden Golf Course

Fig 02.60 Sport pitches and other outdoor sports in Hemel Hempstead

# Policy Context

The design for East Hemel has been developed in response to national, county, and local policy drivers, drawing on a broad evidence base. The full list of plans and policies of relevance to the consideration of this application are included within the Planning Statement submitted as part of this application.

## 02.4.1

### **National Planning Policy Framework (NPPF) (2024)**

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.

## 02.4.2

### **St Albans City & District Council Policy**

The current Plan for Saint Albans City and District Council is the *District Local Plan Review 1994, Saved and Deleted Policies Version (July 2020)*. The Local Plan is significantly out of date and is not in accordance with the latest National Planning Policy Framework (NPPF).

### **Draft St Albans Local Plan 2041**

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.

There are a number of strategic and specific policies in the emerging local plan which are of relevance to the proposed development and which have closely informed the masterplan development, particularly in ensuring a multifunctional landscape and open space framework, strong and sustainable infrastructure provision, and high quality built environment.

The site is part of a wider proposed allocation in the emerging Local Plan for the Hemel Garden Communities Growth Area, to which Policies LG1 and LG3 refer. These policies establish detailed requirements for all sites coming forward as part of HGC, and are based on the HGC Spatial Vision and Framework Plan described in the following section. These policies have closely informed the development the masterplan to accord with the vision and principles of HGC.

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, which have influenced the masterplan in order to put forward a policy-compliant application.

### 02.4.3

## Other Relevant Policies

### **Dacorum Borough Council Draft Local Plan (2024 – 2041)**

*The Dacorum Borough Council Draft Local Plan (2024 – 2041)* was submitted for public examination on 11th March 2025. Stage 1 hearings took place in September 2025, and a Stage 2 Joint hearing with St Albans City and District Council took place on the 21st October related to the Hemel Garden Communities proposals.

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. Although only a minor proportion of East Hemel falls within Dacorum Borough and the extent of their determining authority will only relate to highways works within their borough, DBC policies have been acknowledged as part of the masterplan development process.

East Hemel seeks to meet the DBC 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, as well as DBC's Strategic Policies regarding impact, interface and integration with Hemel Hempstead,

### **Hertfordshire County Council (HCC) Policy**

HCC policy that has informed the development of the masterplan includes:

- Hertfordshire Green Infrastructure Strategy (2022)
- Emerging Hertfordshire Local Nature Recovery guidance (shared in draft form with the design team in 2025)

### **Further SADC Policy**

Other SADC policy and strategy that has informed the development of the masterplan includes:

- Broad Locations Landscape and Visual Impact Appraisal (2024)
- Strategic Sites Design Guidance (2023)
- Open Space Study (2024)
- Chilterns Beechwoods SAC Conservation Paper and Appendices (2024)
- Green Infrastructure Strategy (2011)

02.4.5

## Hemel Garden Communities

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

Collaborating as a partnership SADC, DBC, HCC, the Hertfordshire Local Enterprise Partnership (Herts LEP) and Herts IQ, are working together, alongside stakeholders and landowners.

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 districts to the north and east of the town and wider movement routes beyond. The partnership is 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.

### HGC Spatial Vision (2021)

The Spatial Vision provides a framework of locally specific spatial principles to inform further design and studies, and guide landowners and developers. The Vision comprises four pillars, adjacent, which present a series of aspirations for the growth of the town. The pillars are underpinned by two overarching themes: responding to the climate crisis and healthy lifestyles.

### HGC Framework Plan (2024)

To inform local plan policy and infrastructure requirements, and following the development of the HGC Spatial Vision, the Hemel Garden Communities Framework Plan has been developed. The Framework Plan considers

### HGC Spatial Vision Pillars



#### A Green Network

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



#### Integrated Neighbourhoods

Hemel Garden Communities will be made up of a series of walkable neighbourhoods, connected to each other with individual distinct identities, exemplar design and sustainability standards, centered upon lively, inclusive local centres



#### A Self Sustaining Economy

Innovation in sustainability, circular economy principles and digital connectivity will be key employment drivers in Hemel Garden Communities and provide a strong theme for the economic identity of the town.



#### Engaged Communities

Connected and engaged communities will be active participants in the growth and transformation of Hemel Garden Communities. Cultural and heritage activity, public art, knowledge and skills exchange and enterprise will all play a new role, now and in the long term.

the whole of the growth area, and presents a coordinated strategy for the delivery of:

- 11,000 new homes
- 9 primary schools and
- Up to 4 secondary schools
- Sports hubs and playing pitches
- New neighbourhoods and centres
- Healthcare facilities and local services
- Open space provision, including SANG
- Sustainable Transport Corridor (STC)
- Employment area supported by employment within neighbourhoods

The purpose of the Framework Plan is to test and inform the policies and allocations in the draft St Albans and Dacorum Local Plans, providing evidence that the plan allocations are viable, deliverable and propose a coordinated approach to infrastructure and growth across administrative boundaries.