

HGC Transport Vision & Strategy (2024)

The Transport Vision for HGC is as follows:

By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike. A place where at least 40% of all person trips from/to/within Hemel Hempstead, and 60% of all person trips from/to/within new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel. An innovative place, fit for the future, where high quality transport networks prioritise local journeys and support decarbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.

- Residential
- Employment
- NC Neighbourhood centre
- PS Primary school
- SS Secondary school
- Existing farmsteads as focal point
- Sustainable Transport Corridor (STC)
- Sustainable Transport Corridor route options
- J8 M1 Improvements to improve active, sustainable and vehicular access
- Green loop
- Nickey Line
- Nickey Line extension
- Active travel connection
- Pedestrian, cycle and bus links
- Land to be retained within Green Belt for Green Belt compatible uses, Green Belt enhancement, and SANG
- Existing areas of woodland to be retained
- Playing field
- Country park
- Noise attenuation to M1

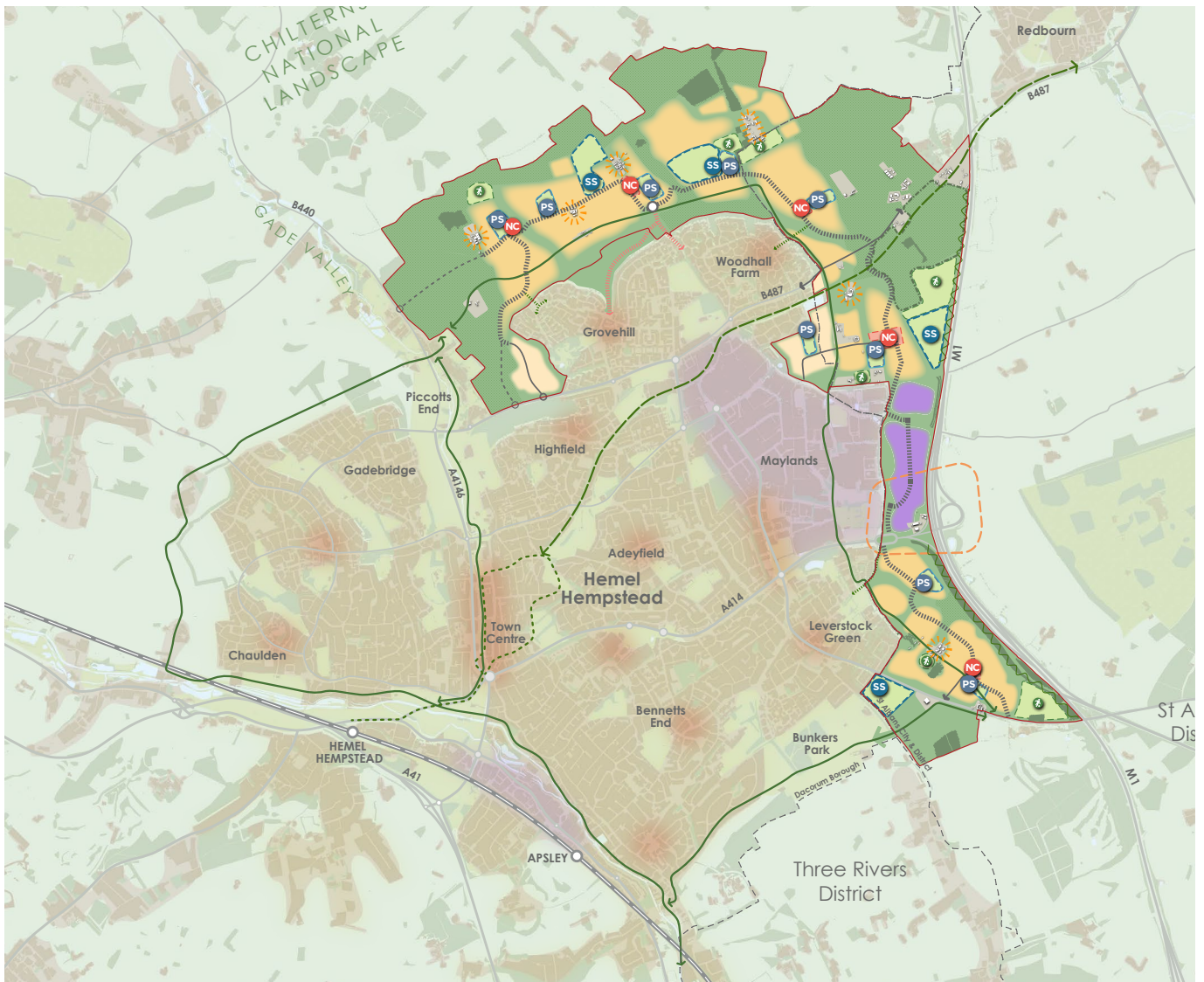


Fig 02.62 HGC Framework Plan

Green Infrastructure Strategy (2024)

The HGC Green Infrastructure Strategy document provides a high-level framework for a multifunctional, varied, connected, accessible, and distinctive green network that links people, places, and nature across Hemel Hempstead, new Garden Communities, and surrounding countryside.

It sets out a long-term vision to enhance biodiversity, support healthy lifestyles, build climate resilience, and promote environmental sustainability. Guided by six strategic themes - Urban Greening, Active Hemel, Connected Hemel, Productive Landscapes, Wilder Hemel, and Blue-Green Infrastructure - the Strategy outlines key moves, delivery programmes, and headline proposals to guide proposals for the HGC Growth Areas.

Strategic Design Code (2024 pre-consultation draft)

The Strategic Design Code (SDC) has been developed to ensure high quality design is achieved for the key placemaking components of HGC, to inform a future HGC Framework and Transformation Plan Supplementary Planning Document and to guide future design development.

The code defines site-wide priorities and strategies for the integration of strategic green infrastructure, transport and mobility, and placemaking considerations that serve to tie the growth area together and into Hemel. Codes are then provided at a neighbourhood level to describe more localised parameters for development and placemaking.

The Nickey Line Vision (2025)

This document sets the vision for the Nickey Line to guide future works and investment, in order to enhance the route's accessibility, biodiversity, and user experience. The vision has been developed around 4 key themes; place, history, nature, and movement.

The vision for the route is for it to be used by local residents, visitors, and future communities, aiming to be inclusive, accessible, and integrated with surrounding developments and transport networks.

The vision describes that whilst the Nickey Line is predominantly used for leisure, it does hold potential for utility journeys during the day for certain parts of it, though should be complemented by additional walking and cycling routes into Hemel.

Masterplan Considerations

The HGC Spatial Vision Pillars and themes have been embedded in the vision and masterplan for East Hemel from the outset. The vision for East Hemel, described in Chapter 5, was developed through engagement with HGC as well as other stakeholders, to ensure it is aligned to the overall vision for HGC.

The movement framework for East Hemel has been developed on the basis of the HGC **Transport Vision & Strategy**, including:

- The adoption of ambitious mode share targets, where 60% of trips to/from/within East Hemel are made by sustainable modes has informed the prioritisation of walking and cycling routes in the masterplan, the inclusion of bus transport and mobility hubs, and the design of compact, walkable mixed use neighbourhoods
- The general configuration of the STC, which connects the A4147 Hemel Hempstead Road, A414 Breakspear Way, and B487 Hemel Hempstead Road (Redbourn Road), with connections northward onward to the wider growth area and westward into Spencer's Park development
- The definition of the Nickey Line as a key, strategic active travel route
- The definition of the HGC Green Loop and quietway network on existing lanes

- KEY**
- Key Network
 - Proposed Sustainable Transport Corridor (HGC Growth Areas)
 - Key Network potential route option
 - Proposed Sustainable Transport Corridor (Active and passenger priority)
 - M1 Junction 8 Improvements (Project Breakspear)
 - Local Network (active and passenger)
 - Local Network (Proposed)*
*The HGC Framework Plan will set out the proposed movement network for the HGC Growth Areas
 - HGC Green Loop
 - The Nickey Line
 - Potential Route extension to the Nickey Line
 - Strategic active connections
 - Strategic Road network
 - Rail line
 - Maylands Business Park and Herts IQ
 - Existing urban area
 - Town Centre / Town Centre Opportunity Area
 - HGC Growth Areas
 - Two Waters Opportunity area
 - Railway Station

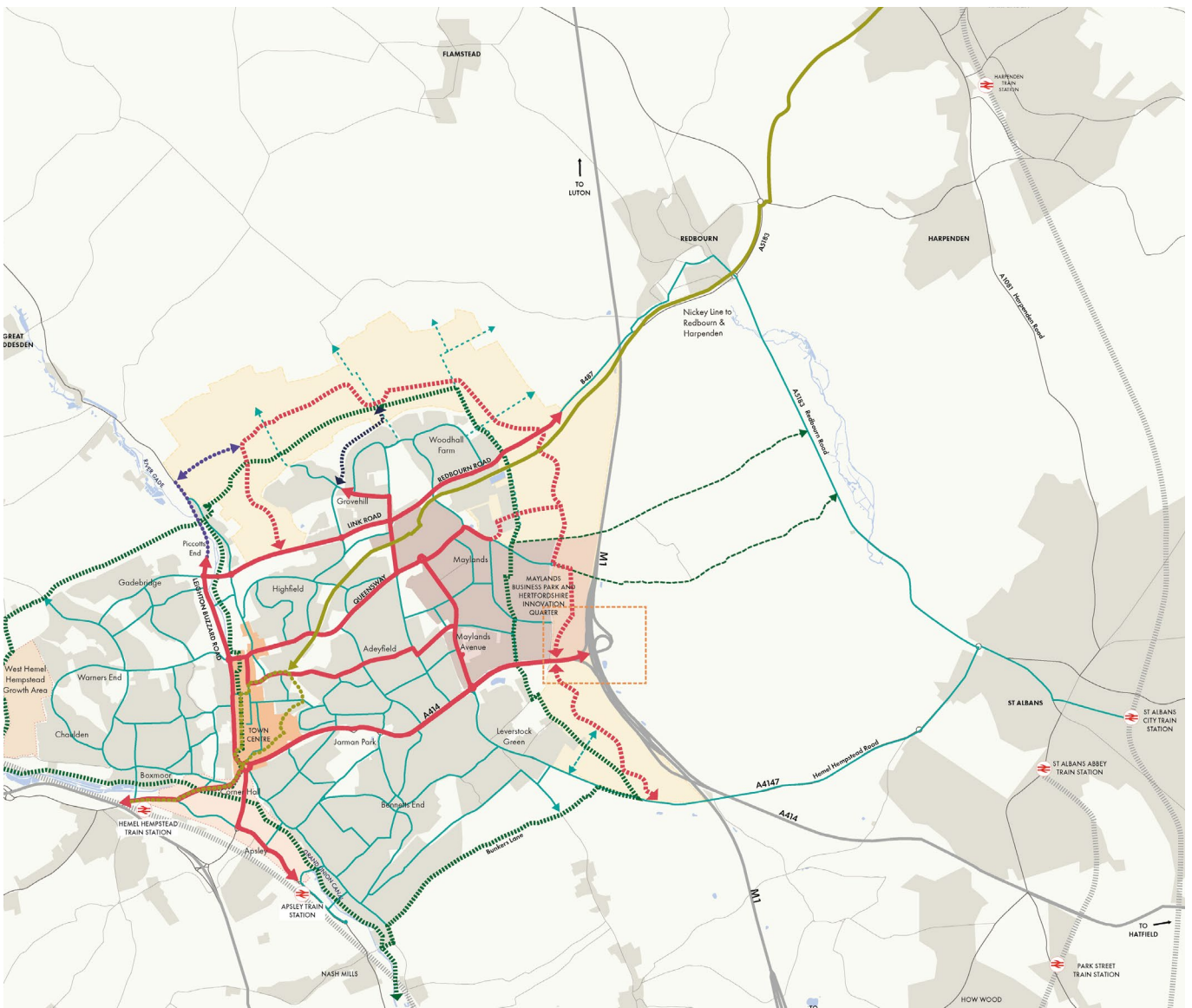


Fig 02.63 HGC 2050 Transport Vision & Strategy key and local networks



The **Framework Plan** has further significantly informed the development of the masterplan for East Hemel, setting into policy key structuring elements for the Site, including:

- The general configuration and quantum of open spaces, neighbourhoods, centres, schools, and playing pitches,
- Requirements and general configuration of SANG land, forming key components in the strategic open space network, including introduction of a new Country Park in the north along the Redbourn Road which retains segregation with Redbourn.
- A network of mobility hubs at key nodes and centres complementing the walking and cycling network
- Activation of historic farmsteads

The principles proposed in the **HGC Green Infrastructure Strategy** have heavily informed the development of the green infrastructure framework for East Hemel, including:

- Build a green-blue network serving multiple users and functions
- Create, protect and enhance green spaces between neighbourhoods
- Encourage community stewardship within the green network
- Increase biodiversity, retain and extend existing habitats
- Enable wildlife movement
- Maintain rich and well-connected biodiverse buffers
- Make green network accessible to all
- Integrate SuDS for water management and placemaking
- Expand and enrich Hemel's adventure playground network
- Extend the network of productive landscapes

East Hemel is covered by Neighbourhoods 4,5 and 6 in the **HGC Strategic Design Code**. The code has informed the development of the masterplan, including in the definition of:

- Local green corridors and connections
- The retention and integration of existing hedgerows within the new built form
- The inclusion of a diverse range of play and recreation opportunities integrated into the landscape
- The definition of site gateways and landmarks
- Active travel links at the local level, and their interface with vehicular movement
- The co-location of centres, schools, community uses and open spaces
- The adaptability of centres
- The definition of density and typology in relation to urban structure (area types), including where built form must respond to sensitive edges

East Hemel is covered by Character Area 5 of the **Nickey Line Vision**, which describes opportunities for the Nickey Line to become an integral part of the active travel and green network at East Hemel which have been incorporated into the masterplan, including:

- Linking the route to new walking and cycling connections and the HGC Green Loop
- Introducing new uses and activities along its edges
- Providing opportunities to stop
- Creating links with the Country Park

KEY

GREEN SPACE

Multi-functional green spaces for recreation/play, amenity and community food growing, and habitats for wildlife



DESTINATION PARKS & GREEN SPACES

1. Gadebridge Park
2. Boxmoor
3. Bunkers Park
4. Water Gardens
5. Grand Union Canal

6. Proposed Country Park

GREEN CORRIDORS

Multi-functional green corridors providing greenways for active travel by bike/on foot and corridors for wildlife:

Strategic green corridors (linking with regional ecological corridors)

Local green corridors

BLUE CORRIDORS

Multi-functional blue corridors (watercourses, waterways, water bodies) for flood management, recreation and nature (linking with regional ecological corridors)

GREEN VALLEY SWATHES

Multi-functional valley landscapes in and around neighbourhoods, connecting the town and countryside

CHILTERN NATIONAL LANDSCAPE

GREEN PLACES

- | | |
|----------------------|-----------------------------------|
| 1. Adeyfield | Maylands Business Park (Herts IQ) |
| 2. Bennetts End | |
| 3. Chaulden | Town Centre & the Old Town |
| 4. Warners End | |
| 5. Gadebridge | Two Waters |
| 6. Highfield | |
| 7. Grovehill | New Garden Communities |
| 8. Woodhall Farm | |
| 9. Apsley | |
| 10. Leverstock Green | |
- Neighbourhood/Local Centres

HGC Programme Area

North & East Hemel Growth Areas

(NB. the location and extent of proposed land uses with the Growth Area are indicative, and subject to change through ongoing assessment work)

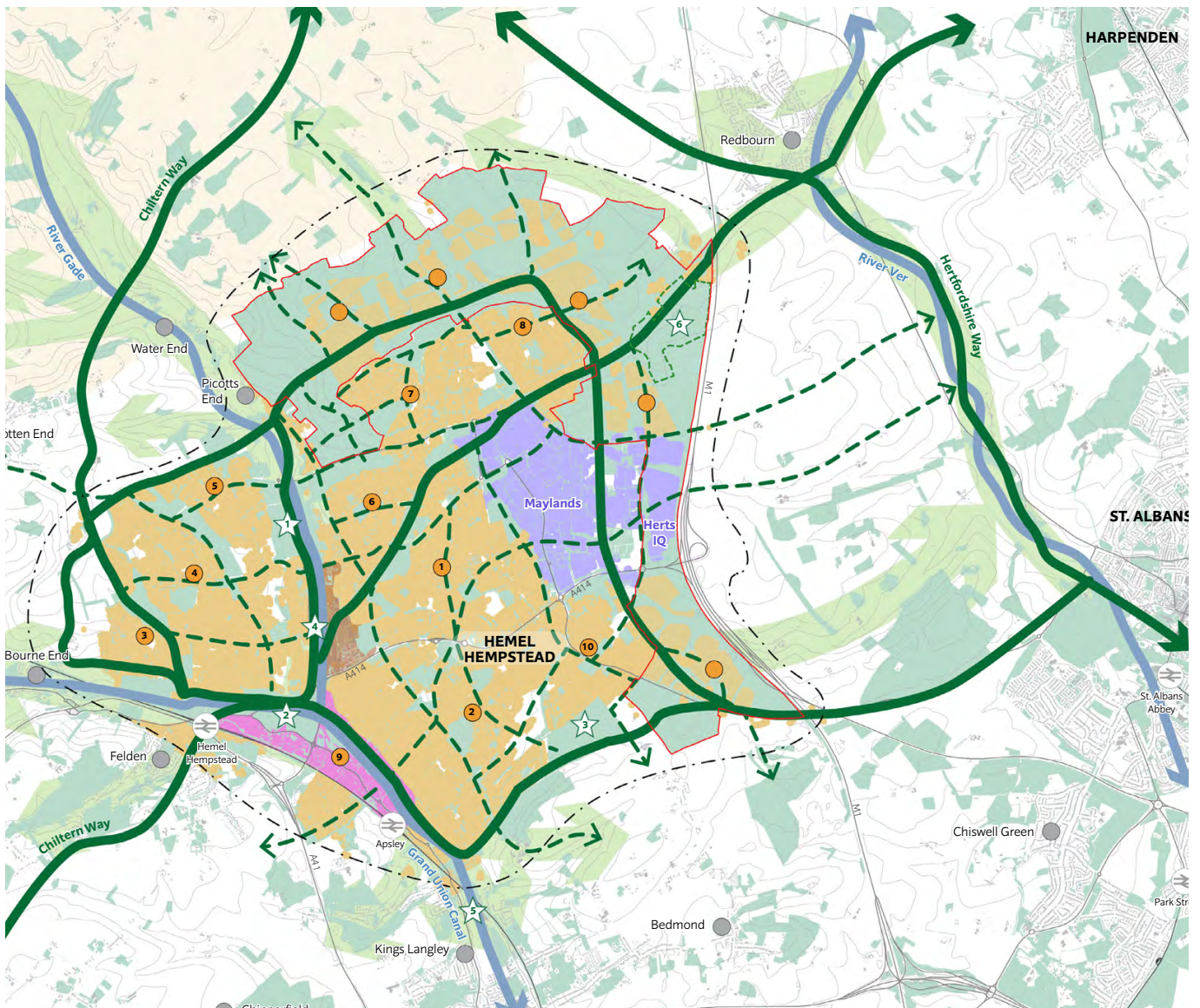


Fig 02.64 HGC Green Infrastructure Strategy Green Network Indicative Framework Plan