

### 06.3.10

## Approach to Car Parking

SADC's emerging Local Plan Appendix 1 establishes updated Cycle and Car Parking Guidance and Standards for New Development. East Hemel is a '*Broad Location*' and therefore "a bespoke parking strategy with lower than standard parking requirements should be developed, in accordance with Policy TRA4 (e)".

Accordingly, the approach to parking at East Hemel reflects policy ambitions for modal share within the HGC growth area. Parking strategies and levels will be agreed prior to the commencement of each Key Phase and developed concurrently with design codes to ensure a cohesive approach. This approach will provide an opportunity to consider best practice, including how car parking and cycle parking can be best integrated into residential environments to achieve better place outcomes and to ensure it is most convenient to use a bicycle.

Parking is anticipated to be delivered via a number of parking layouts, including:

- Allocated parking
- Unallocated parking
- Parking courts
- On-street parking

In order to help support decarbonisation, electric vehicle charging points are to be provided in line with Building Regulations.

Disabled parking will be provided across the development in formal bays but also enabling blue badge parking in other locations where appropriate.

Car club vehicles will be provided to enable residents to have access to a vehicle for journeys that cannot be made by other means, but without needing to own and maintain a car.



On-plot parking | Dollis Valley, London | Alison Brooks Architects



On-street parking | Abode, Cambridge



Integrated parking | Bath Riverside | Alison Brooks Architects



Parking courts | Clay Farm, Cambridge



Shared parking | The Avenue, Saffron Walden | Pollard Thomas Edwards

Parking levels will support the mode share ambition and reflects the planned level of investment in on site active travel and public transport. A suggested approach, outlined below, proposes differing standards on the basis of proximity to public transport nodes as well as temporally, over the lifetime of the development as the density of facilities and infrastructure to support walking, cycling, and public transport grows.

**Suggested approach to parking provision within residential areas**

	0-400m from public transport node* and local centre	400 - 800m from public transport node* and local centre	800m - 1.2km from public transport node* and local centre	SADC Standard (To meet or be slightly below)
1 bed dwelling	0	1	1	1.5
2 bed dwelling	0.5	1.5	2	2.25
3 bed dwelling	1.5	2	2	2.5
4+ bed dwelling	1.5	2	2.5	3.5

\* Public transport node is assumed to a Primary/Secondary Mobility Hub and Sustainable Transport Corridor

**Suggested aspiration for the phasing of parking provision over time**

Approach	Average Parking Provision (on and off plot)
Day 1 build from fringes without STC	2.25
Midpoint of development with STC	1.75
End of development	1.5

06.3.11

## Connections External to the Site

It will be important to create and enhance good quality links to key destinations outside the site, to allow people to access those locations sustainably and assist in achieving the targeted 60% mode share for trips.

The Crown Estate and its design team have worked closely with stakeholders, in particular HCC and HGC, to identify important opportunities to connect beyond the Site. This will mainly be through the enhancement of existing corridors.

The starting point has been the HGC Transport Vision and Strategy which identifies key corridors, the Local Cycling and Walking Infrastructure Plan produced by SADC and DBC, and Infrastructure Delivery Plans. Following a detailed assessment of likely trip distribution from East Hemel and of the routes themselves, the following have been identified as strategic routes for enhancement:

- A414 towards Hemel Hempstead Town Centre (active + bus)
- Queensway (active)
- B487 Hemel Hempstead Road/The Link (bus)
- The Nickey Line (active)
- Possibly Bunkers Lane
- A4147 towards St Albans city centre (cycling)
- Punchbowl Lane/Hogg End Lane (active quietways)
- B487 Hemel Hempstead Road (east/west Section and North/South Section)

Interventions along these routes will be planned both to support the two Local Plans and the East Hemel Outline Application.











Interventions will include:

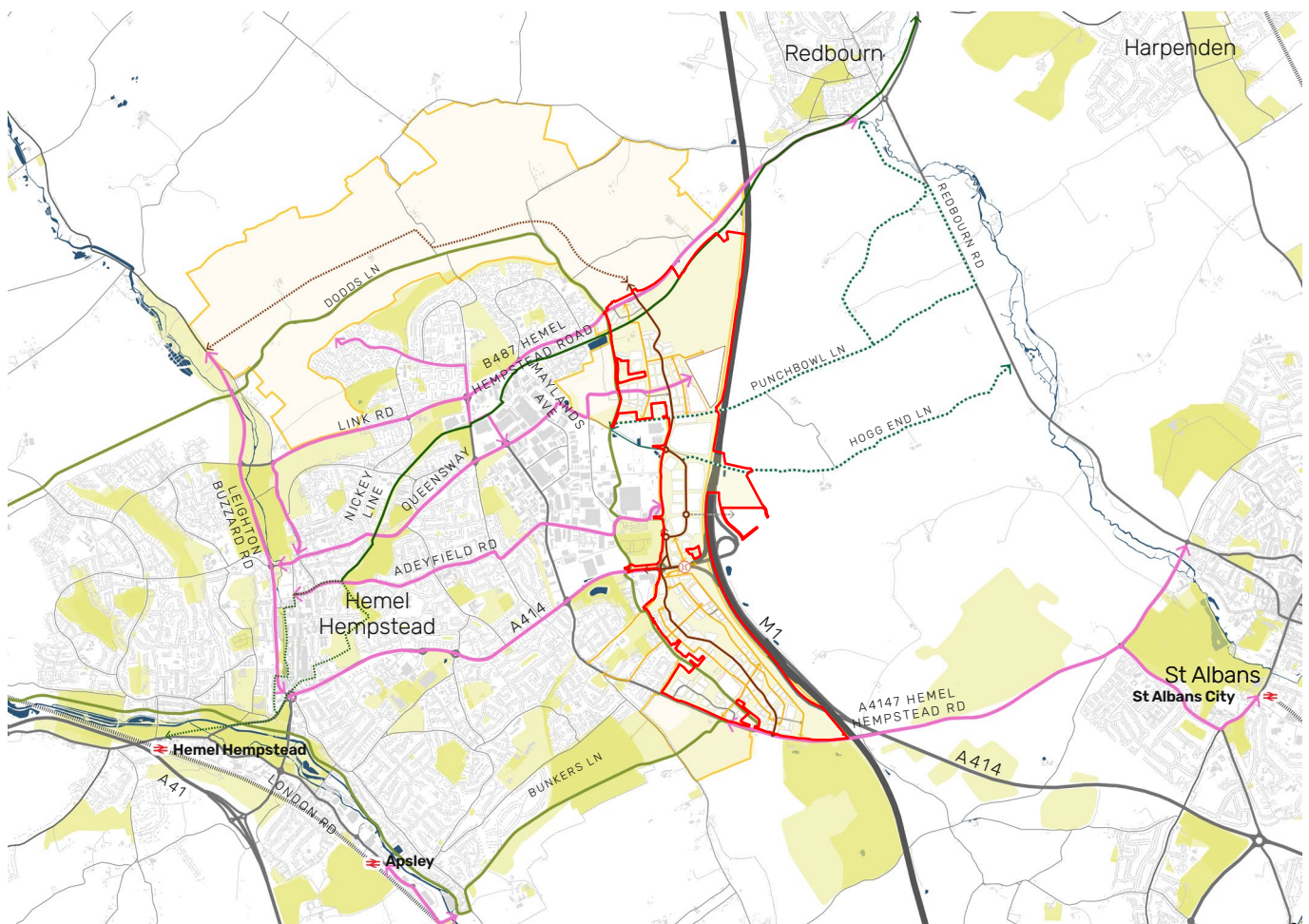
- Segregated cycle routes
- Controlled toucan crossings
- Bus priority

## Opportunities to Connect into Wider Leisure Networks

The Masterplan Framework has been developed to integrate into the wider leisure movement network, facilitating onward connections between the new community through the creation of new open spaces and movement network, and existing walking, cycling, and bridleway networks.

The proposed network of walking, cycling, and equestrian routes—along with the re-purposing of existing lanes as Quietways—will help establish a stronger link between the new and existing neighbourhoods and the wider countryside and enable longer recreational loop routes. These opportunities are illustrated in **Fig 06.48 - Fig 06.51**.

	Application boundary
	Railway
	Nickey Line
	HGC Green Loop
	Strategic pedestrian and cycle routes into Hemel, St Albans and Redbourn
	Potential walking and cycling connections into the wider countryside
	Sustainable transport corridor
	STC through HGC growth area
	Primary pedestrian-cycle routes within East Hemel
	HGC Growth Area



**Fig 06.46** Integration into the strategic movement network

06.3.12

## **A414 / Breakspear Way / Green Lane Junction**

To facilitate development of and access to both East Hemel as well as the wider HGC Growth Area, the A414 existing roundabout at the A414 / Breakspear Way / Green Lane requires enhancement. The existing roundabout is not sufficient to manage current and projected traffic volumes. The proposed signalised junction is designed to provide greater capacity and improve traffic flow efficiency, particularly at peak times, while supporting access to key destinations such as the M1, Maylands Industrial Estate, and Hemel town centre. It will additionally:

- Provide access into East Hemel both north and south of the A414
- Improve walking and cycling connections across the A414
- Improve bus priority at the junction

The proposed scheme involves the replacement of the existing roundabout junction with a staggered signalised junction. The extent of the works includes significant upgrades to Green Lane (north and south), the A414 approaches, and the M1 slip roads.

The scheme includes:

- A staggered signalised junction replacing the roundabout
- Multiple lane additions and realignments
- Signalised and priority-controlled junctions to manage merging traffic
- Dedicated turning lanes to improve flow and reduce conflict points

The design has evolved to address traffic congestion and improve connectivity. It includes realignment and widening of roads, signalisation of key movements, and reconfiguration of slip roads to and from the M1. The layout has been carefully developed to balance capacity improvements with safety and operational efficiency.

### **Pedestrian and Cyclist Movement**

Pedestrian and cycle crossings are proposed at grade to provide east-west connections, as well as north-south connections across the A414. These will complement the A414 pedestrian and cyclist bridge described in Section 06.3.7.

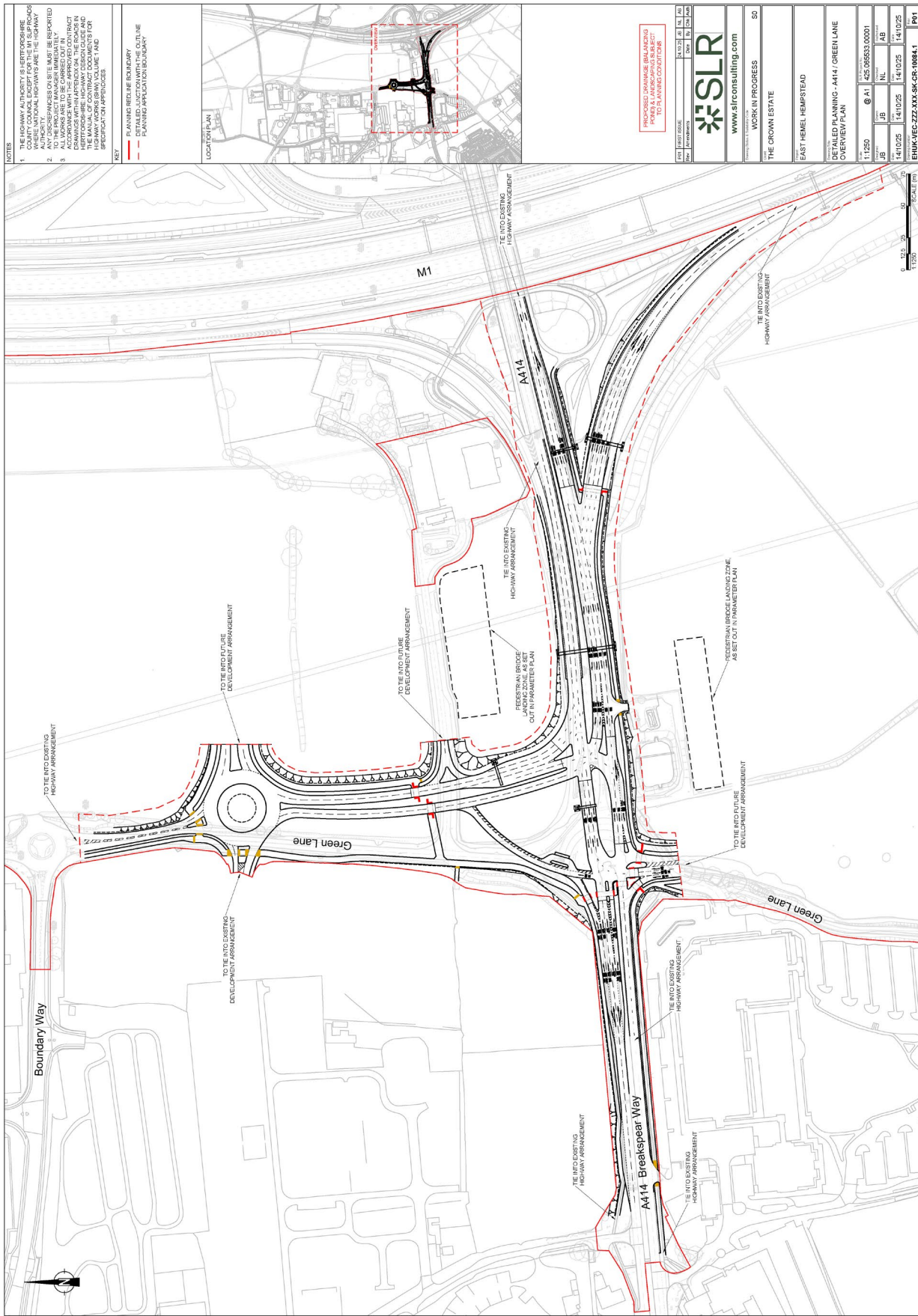
### **Bus Movement**

A dedicated bus priority lane is proposed southbound from the northern part of the development.

### **Vehicular Movement**

- Green Lane (north) will be upgraded to a dual carriageway with a slightly altered alignment.
- A414 eastbound will be widened from two to three lanes approaching the M1 northbound onslip.
- M1 southbound offslip will be widened from two to three lanes west of the bridge.
- M1 northbound offslip will be widened from three to four lanes approaching the A414.
- A414 westbound will be reconfigured to provide two lanes towards Maylands and three lanes towards Hemel Hempstead, including a dedicated left-turn lane at Green Lane (south).
- Green Lane (south) will have two lanes at the junction, with dedicated movements for westbound A414, Green Lane (north), and eastbound A414/M1.
- A414 eastbound will be widened to four lanes near Green Lane, with dedicated lanes for Green Lane (north), M1 southbound, and Green Lane (south).
- Merging and priority junctions are introduced north of the junction to manage flows between Green Lane and the A414.

The proposed junction improvement will require the removal of hedgerows as well as two trees. None of the affected trees or hedgerows are classified as ancient or veteran.

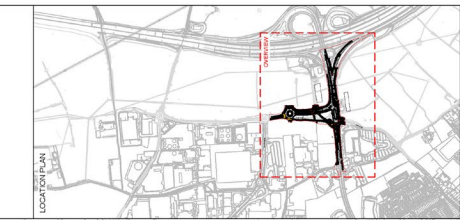


**NOTES**

1. THE HIGHWAY AUTHORITY IS HERETOFORERE COUNTY COUNCIL EXCEPT FOR THE M1 SLIP ROADS WHICH ARE THE PROPERTY OF THE HIGHWAY AUTHORITY.
2. TO THE PROPOSED OR SET OUT IN THESE REPORTS ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS AND THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY BRIDGEWORKS.

**KEY**

- PLANNING REDLINE BOUNDARY
- - - DETAILED JUNCTION WITH THE OUTLINE PLANNING APPLICATION BOUNDARY



PROPOSED DAMAGE (BALANCING POND) TO BE PLANNED CONDITIONS

DATE	14/10/25	BY	NL	FOR	PLANNING
DATE	14/10/25	BY	NL	FOR	PLANNING

**SLR**  
www.slrconsulting.com

WORK IN PROGRESS 50

THE CROWN ESTATE  
EAST HEMEL HEMPSTEAD

DETAILED PLANNING - A414 / GREEN LANE OVERVIEW PLAN

1:1250	@ A1	425/055633/00001
14/10/25	JB	NL
14/10/25	JB	AB
14/10/25	JB	AB

ENRUKVEZ2Z.XXX-SK-CR-10084.1 | P01

Fig 06.47 A414 / Breakspear Way / Green Lane junction detailed proposal

### 06.3.13

## Access and Movement Parameter Plan

The Access and Movement Framework presented in Section 06.3 has informed the Access and Movement Parameter Plan.

The purpose of the Movement and Access Parameter Plan is to fix the principal access and movement parameters to be agreed at Outline Planning stage. This provides confidence that the proposed development can provide the core travel infrastructure to meet the transport and travel needs of the development in a way which adheres to the requirements of SADC as Local Planning Authority and HCC as Local Highway Authority. The Access and Movement Parameter Plan should be read alongside the Development Specification, which provides additional information about the planned components of the Development.

The components of the Access and Movement Parameter Plan are:

- Principal site access for vehicles at three junctions on B487 Hemel Hempstead Road, A4147 Hemel Hempstead Road and A414 Breakspear Way, including an upgrade the existing A414/Green Lane junction compatible with potential future works to upgrade Junction 8
- Site access for vehicles to land south of Westwick Row from the A4147 Hemel Hempstead Road, with no vehicular crossings of Westwick Row
- Bus, pedestrian and cyclist-only access via Spencer's Park and as part of the STC/B487 Hemel Hempstead Road junction, to be controlled by modal filters
- Pedestrian and cyclist access into the site from Cherry Tree Lane, Punchbowl Lane, Green Lane (south of the A414), Westwick Row, and A4147 Hemel Hempstead Road
- Access for vehicles only from Green Lane (north of A414) into the commercial area, with no access onto the STC
- Land safeguarded for potential future construction of an M1 overbridge to form part of an upgrade to M1 Junction 8
- The Sustainable Transport Corridor (STC) to provide the primary route through the site between B487 Hemel Hempstead Road, A414 and A4147 Hemel Hempstead Road. Catering for all movements, the STC will prioritise active travel and ensure bus priority at junctions
- Protection of the Nickey Line as a strategic active travel route linking to Harpenden and Hemel town centre
- An at-grade controlled Sustainable Transport Corridor crossing of the Nickey Line
- A new at-grade connection for pedestrians and cyclists onto the Nickey Line from within the Country Park
- A network of key pedestrian and cycle routes to encourage local journeys to be made on foot or bicycle and to support trip internalisation and enable easy access to key local facilities and services
- A pedestrian and cycle bridge over the A414, providing a safe active travel connection across the A414 and a gateway feature into Hemel Hempstead
- Hogg End Lane and Punchbowl Lane to become Quietways, with priority for pedestrians and cyclists and vehicular access restricted to vehicles that require access to properties or for operational purposes (including emergency vehicles)
- Improvements and vehicular restrictions to Cherry Tree Lane and Westwick Row to deliver sections of the HGC Green Loop
- Restricted vehicle access north of Punchbowl Lane to prevent HGVs travelling through the northern neighbourhood
- Retained access to the Highways England depot via Green Lane, with new crossing for vehicles, pedestrians and cyclists

The Parameter Plan assumes the retention of existing Public Rights of Way. In the event they are proposed to be diverted at detailed design stage, consent will be sought through the appropriate planning or highway process.

Information shown is correct to the best of Prior + Partners' knowledge at date of issue.  
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SCALE: 1:5000  
 100m 200m 400m

- Application Boundary
- Area Subject to Full Details Submitted
- Local Authority Boundary
- Sustainable Transport Corridor (STC) Alignment (limit of plan deviation +/- 20m)
- STC Roundabout Junctions
- STC Link for Bus and Local Access Only
- Area safeguarded for future M1 Bridge Crossing
- Secondary School Buildings and Playing Fields
- Nickey Line
- At Grade Nickey Line Crossing
- A414 Bridge Crossing Zone
- Area Safeguarded for A414 Bridge Landings
- Access - All Modes
- Area of Flexible Access - All Modes
- Area of Flexible Access - Vehicular Only
- Access - Pedestrians, Cyclists, and Public Transport, and Emergency Services
- Access - Pedestrians and Cyclists Only
- Area of Flexible Access - Pedestrians and Cyclists Only
- Area within which Potential Future Access into Allocated Land will be Safeguarded
- Crossing for Vehicles, Pedestrians and Cyclists over National Highways Access Road
- Retained Access to Breakspear Park
- Key Pedestrian and Cycle Routes (Indicative Location within Built Development Areas)
- Proposed Quietways
- Proposed HGC Green Loop / Quietways
- Restricted HGV Access
- Area of Flexible Access for a Nickey Line Connection
- Extent of Built Development

**Note:** Parameter plans to be read in conjunction with the Network Specification.

THE CROWN ESTATE  
 The Crown Estate

PRIOR + PARTNERS  
 Prior + Partners  
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

PROJECT TITLE: EAST HEMEL

DRAWING TITLE: OUTLINE PLANNING APPLICATION PARAMETER PLAN 03 ACCESS AND MOVEMENT

DATE	DRAWN	CHECKED	APPROVED
24/11/2025	AA	KK	CP
FOR APPROVAL			1:6000 A1
EHUK_PFP_XXX_XXX_DR_T_00003 - Access and Movement Parameter Plan			11

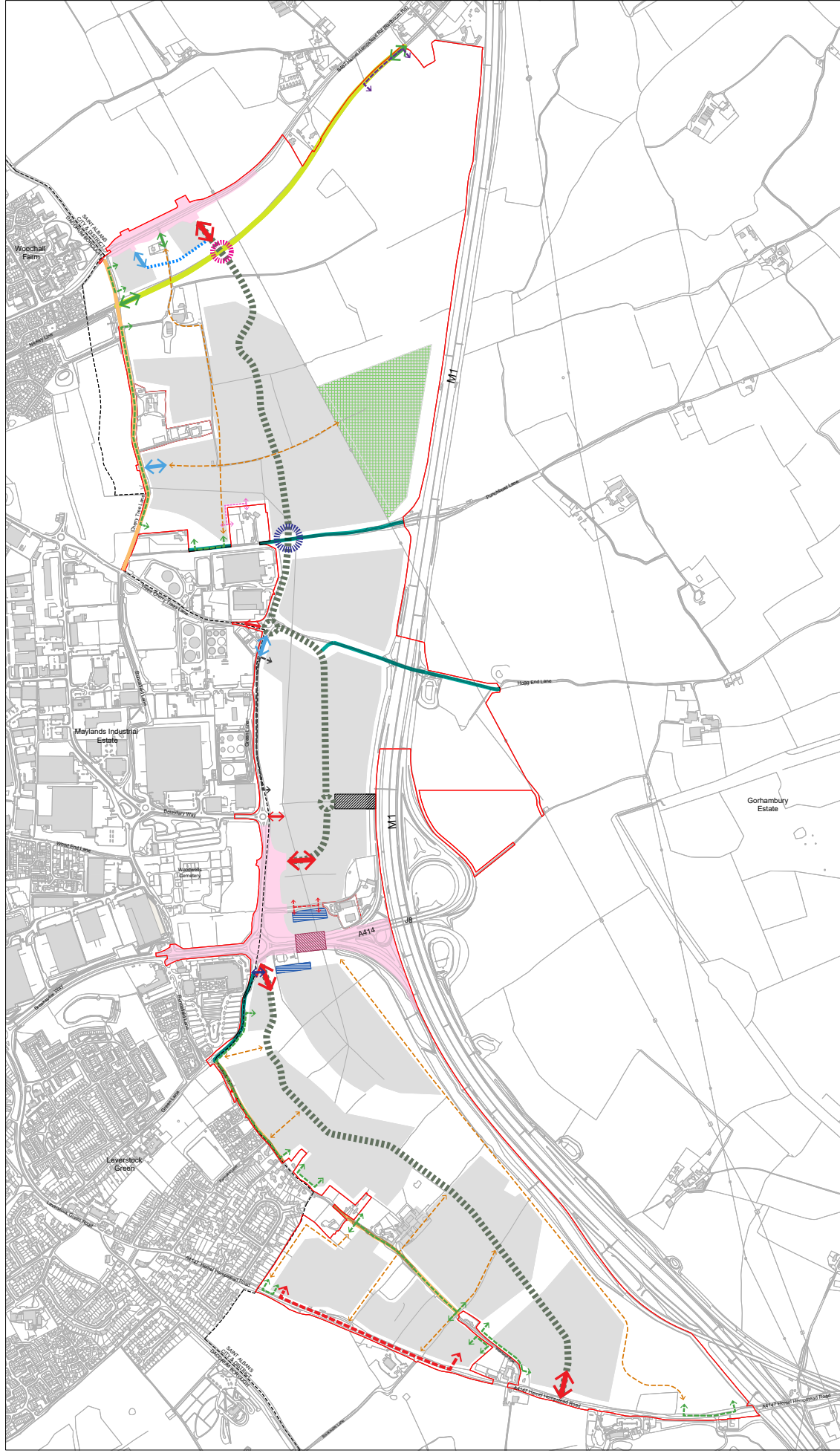


Fig 06.48 Access and Movement Parameter Plan

# Land Use Framework

## 06.3.14

## Overview

The distribution of land uses has been driven by the HGC Framework Plan and SADC policy, site constraints, spatial analytics and the core intent of creating walkable, mixed use neighbourhoods alongside a commercial area that supports a diversity of sectors and jobs.















### Residential

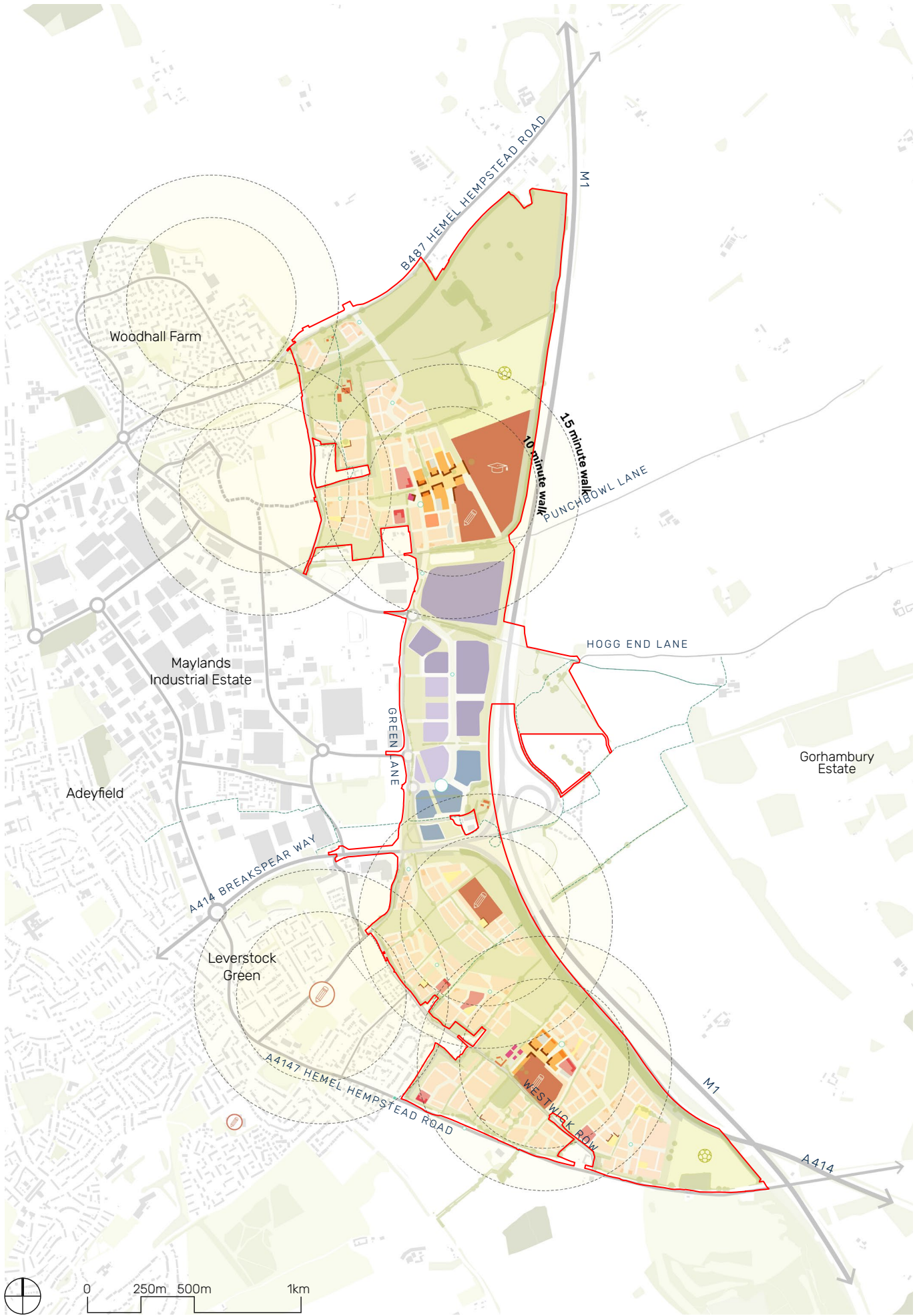
The northern and southern neighbourhoods are residential-led alongside mixed use centres, schools, sports and open spaces. Residential provision will be delivered through a range of typologies to support a diverse housing offer and in turn diverse communities. Within each neighbourhood, homes are clustered into distinct communities separated by parks and open spaces.

Later living provision will complement other tenures of housing. **Extra care** facilities will be located in close proximity to the local centre and the STC, with good public transport access. **Nursing homes** will be located more disparately in order to contribute to mixed communities throughout, while still being located with good access to public transport, local amenities, and green spaces.

### Mixed Uses

Mixed-use **local centres** will be incorporated at the heart of the two neighbourhoods. Their locations have been carefully selected using spatial analytics tools—the outcomes of which are demonstrated in Section 04.9—to maximise accessibility for walking and cycling while minimising catchment overlap and competition with existing centres. Both are situated in close proximity to the STC and with links into surrounding neighbourhoods, facilitating wider integration with Hemel. Local centres may be complemented by distributed **community uses** within community cores as well as **sports provision**.

	Application boundary
	Bus stops / Mobility hub
	Listed buildings as destinations
	Active Frontage
	Green open spaces
	Sports Pitches
	Residential Plots
	Extra care / nursing home
	Primary / secondary schools
	Mixed Use
	Community Use
	Industrial
	Light industrial
	Office



**Fig 06.49** Land Use Framework Plan

## Schools

Per the emerging SADC Local Plan and IDP, the following schools are included within the Masterplan Framework:

- 2 x 3FE primary schools
- 1 x 2FE primary school
- 1 x 8FE secondary school

The primary schools and secondary school are thoughtfully located to maximise accessibility.

**Primary schools** have been located within local centres and a community core, as key anchors and activators of these spaces. They are distributed to optimise catchments and complement Leverstock Green Primary School, and located along pedestrian and cyclist routes to facilitate safe and attractive movement to schools. Their entrances open onto vehicle-free spaces, prioritising a safe and pedestrian-friendly atmosphere around schools.

The **secondary school** is located in alignment with SADC Reg 19 Policy designation. Co-located with a primary school and sports hub, it forms a sports and education cluster where facility sharing and programmatic synergies can be explored.

## Employment

The central **commercial area** distributes uses in line with policy and site constraints – particularly with regard to Buncefield development protection zones (DPZ). Three areas have been defined:

- The southern site is proposed as an Innovation hub, creating a gateway into Hemel with a Mobility hub and supporting a range of businesses and sectors in a mix of innovation, research, and grow-on spaces.
- The west of the Site, along Green Lane,

is proposed for smaller format units supporting local business and industry while complying with density restrictions related to Buncefield.

- Larger industrial buildings in the north and along the M1 motorway corridor will create a buffer and provide space for larger occupiers close to the strategic road network.

## Gypsy and Traveller

East Hemel will facilitate the provision of up to 40 Gypsy and Traveller pitches on two sites. In line with the emerging SADC Local Plan, these are to be located within the central (H2) and southern (H3) policy areas.

Where required, they will be designed to foster a sense of belonging and provide a safe and supportive environment for residents.

Principles to consider in locating and integrating sites into the wider masterplan include:

- Creating a welcoming, inclusive, safe and sustainable community that respects and meets the unique needs of the Gypsy and Traveller culture
- Located near the strategic road network, to minimise larger vehicle movement within residential neighbourhoods
- Carefully managed adjacencies with residential neighbourhoods
- Ensure the sites have good access to local centres, schools, and transport options

Further work will be undertaken following Outline Planning consent to understand the siting and design requirements for these sites.



Housing | Marleigh, Cambridge | Pollard Thomas Edwards



Later living | Windmill Court, London | PRP



Mixed use local centre | Eddington, Cambridge



Landmark community building | Storey's Field, Eddington, Cambridge | MUMA



Primary school opening onto public square | Trumpington Primary, Cambridge | Frank Shaw Associates



Secondary school with strong civic presence | Cornelius Vermuyden School, Canvey Island | Nicholas Hare Architects



Innovation and research hub | TEDI campus, Canada Water, London | Hawkins\Brown



Mixed industrial uses | SEGRO Park Tottenham, London | Michael Sparks Associates



06.4.1

## Neighbourhoods and Centres

The land use framework reflects the New Town principle of neighbourhoods and centres, with both the north and south operating as distinctive **neighbourhoods** each served by a **local centre**, offering a mix of community and commercial uses. Larger neighbourhoods are formed of a series of smaller, discrete **communities** of 500-800 homes, each with a **community core**: a central space for gathering and play among neighbours.

This structure prioritises 5-10-minute walkable communities; distinctiveness, identity and localism; and creates a scale of community more akin to the village, while still supporting neighbourhood centres with a critical mass. Community cores also create opportunity for community stewardship and engagement.

Within each neighbourhood, existing **farmsteads** will be activated with destination and community uses. These listed buildings will be transformed into key placemaking nodes within the development, creating an opportunity to connect new neighbourhoods with the cultural history of the Site and invite existing residents to share in this history and activity.

The **commercial area** will also be served by a central space, providing a mix of uses to support the business community and a flexible, central space.



### Local centres

15-20 min catchment

Commercial and community activity hub of each north and south neighbourhood, providing a range of community and commercial uses to support daily life within easy walking distance of most residents.



### Community core + school

10-15 min catchment

Community core with a primary school anchor, supporting a small shop or cafe.



### Community core

5-10 min catchment

Inspired by the village greens of Hertfordshire, a space to gather as a community. A flexible community room, swap shop, mobility hub, arts and culture use, play space or community growing space will activate a central open space.



### Farmsteads

Destinations

Activation of Westwick Row and Wood End farms for destination and community uses, such as cafe, brew pub, farm shop, events, community space, and education.

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Application boundary

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Local centres

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Community core + school

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Community cores

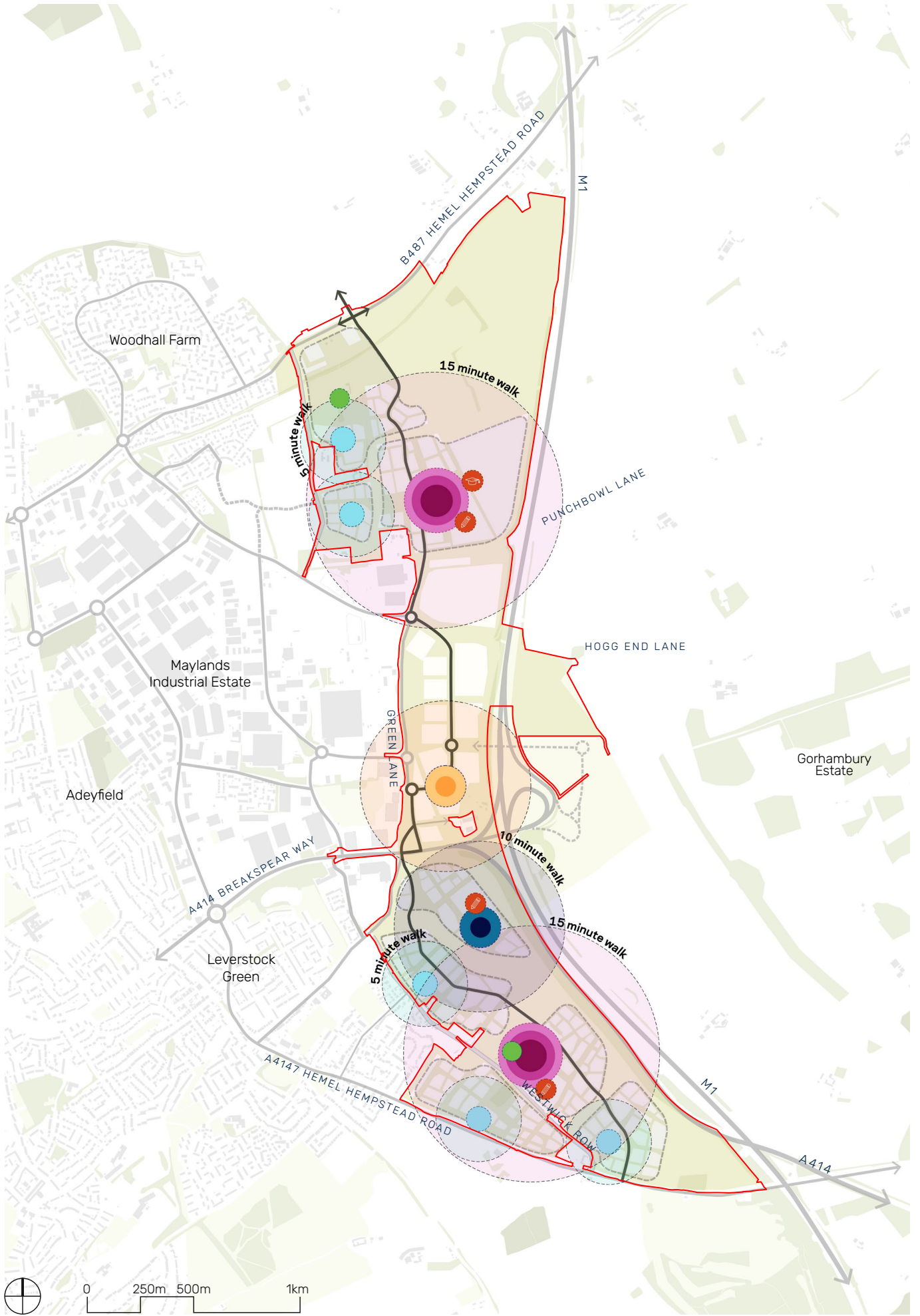
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Schools

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Activated farmsteads

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**Fig 06.50** Centres hierarchy

## 06.4.2

# Residential Densities

The Masterplan Framework has explored different approaches to residential density with regard to the role of density in sustainable placemaking, some of which was explored during the Stage 2 engagement study tour to Cambridge with community members and local stakeholders. The following principles have been assumed:

- Highest residential densities located within mixed use local centres, with the lowest residential densities at furthest distances from neighbourhood centres and along sensitive edges with Leverstock Green
- Ensuring activation and overlooking of open spaces
- Overall higher average densities in the north as a result of protecting the Ver Valley slopes
- Higher densities in the northern local centre due to its greater mix and concentration of community facilities and schools
- Use of landmark buildings at key gateways affects density mapping but essential for arrival and sense of place



Eddington Centre, Cambridge | WilkinsonEyre, Mole Architects, Stanton Williams



Goldsmith Street, Norwich | Michael Riches



Oakfield, Swindon | Metropolitan Workshop / PRP

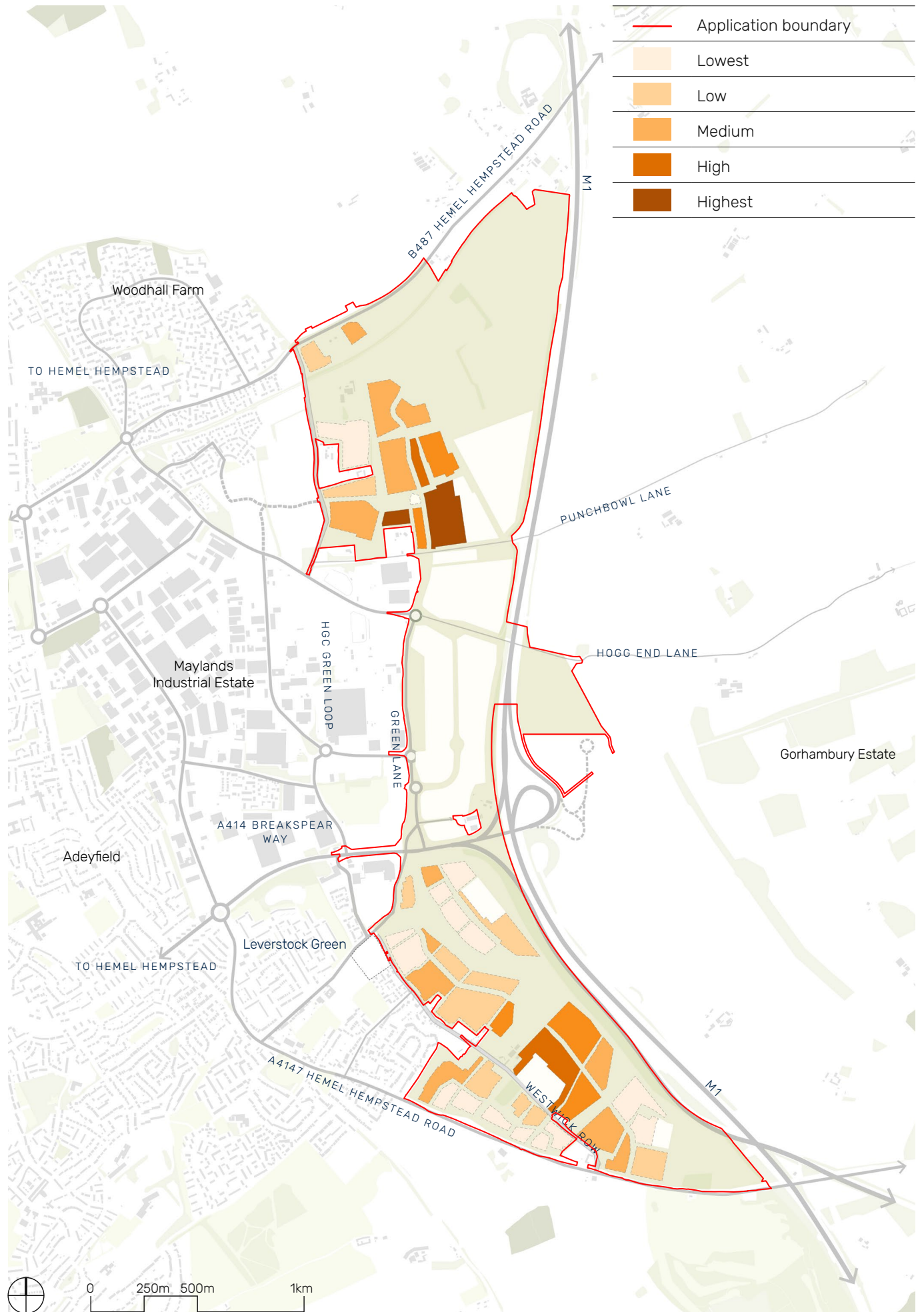


Beechwood Village, Basildon | Pollard Thomas Edwards

High



Low



**Fig 06.51** Residential densities on Net Developable Area

### 06.4.3

## Housing Typologies

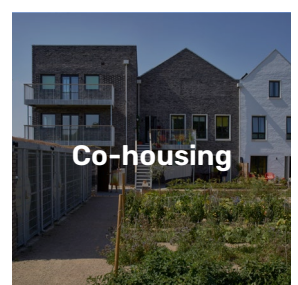
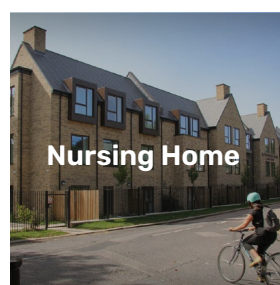
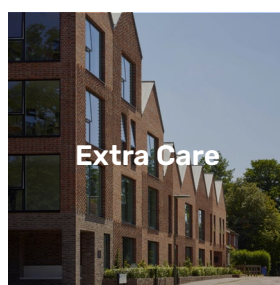
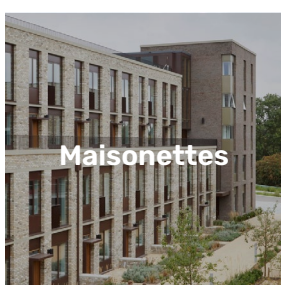
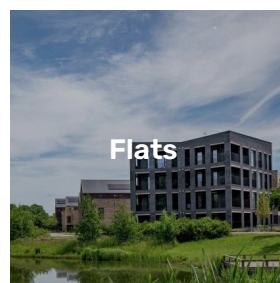
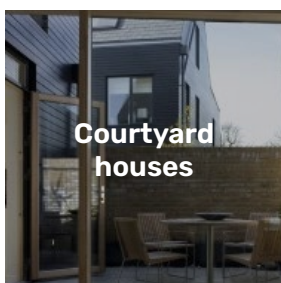
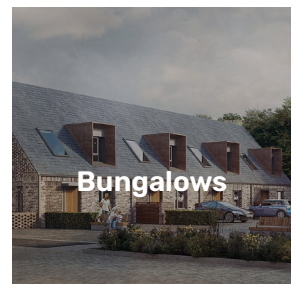
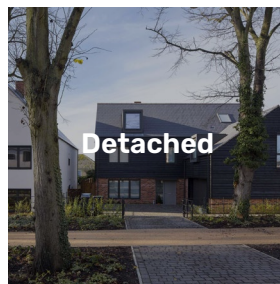
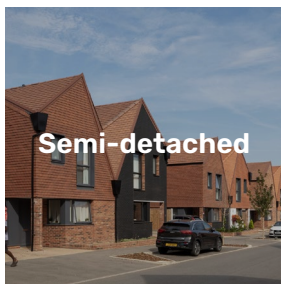
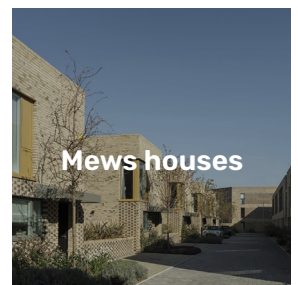
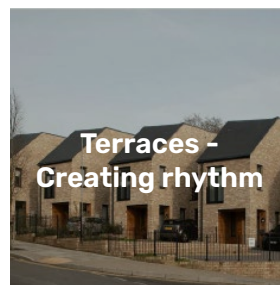
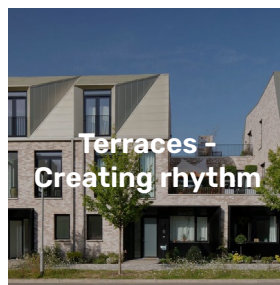
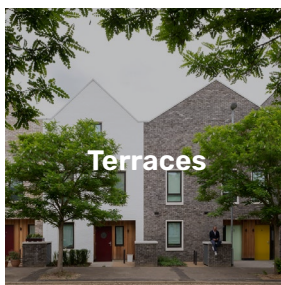
### Creating Mixed Communities

The Masterplan Framework explores the integration of a wide variety of housing types to create a mixed, intergenerational and inclusive community and sense of place—and places— across the development.

The range of typologies explored are shown adjacent; further refinement of housing types and tenures will be developed in future design stages.

Rows left to right from top

- 1 Marmalade Lane, Cambridge | Mole Architects
- 2 Knights Park, Cambridge | Alison Brooks Architects
- 3 Dollis Valley, London | Alison Brooks Architects
- 4 Abode, Great Kneighton, Cambridge | Proctor & Matthew Architects
- 5 Beechwood Village, Basildon | Pollard Thomas Edwards
- 6 The Avenue, Saffron Walden, Pollard Thomas Edwards
- 7 Horsted Park, Rochester | Proctor & Matthew Architects
- 8 Oakfield, Swindon | PRP
- 9 Newhall Be, Newhall | Alison Brooks Architects
- 10 Accordia, Cambridge | Maccreanor Lavington
- 11 Barton Park, Oxford | Alison Brooks Architects
- 12 Goldsmith Street, Norwich | Michael Riches
- 13 Eddington, Cambridge | WilkinsonEyre
- 14 Moor's Nook, Woking | Coffey Architects
- 15 Brookwater House, London | PRP
- 16 Marmalade Lane, Cambridge | Mole Architects



06.4.4

## Land Use Parameter Plan

The Land Use Framework presented in Section 06.4 has informed the Land Use Parameter Plan.

The purpose of the Land Use Parameter Plan is to fix the principal spatial parameters for built development to be agreed at the Outline Planning stage. This provides confidence that the proposed development can provide the amount of housing, employment floorspace and supporting built uses required to meet the SADC local plan policy requirements. The Land Use Parameter Plan should be read alongside the Development Specification, which provides additional information about the planned components of the Development.

The primary uses identified in the Land Use Parameter Plan are:

- **Residential-led** built development areas suitable for residential and supporting community uses, open space, and infrastructure.
- Areas that can accommodate a **local centre and primary school**, suitable for a mix of uses, including retail, services, community, leisure and education complement residential uses. This enables a flexible approach to the configuration of local centres while ensuring they are co-located with primary schools. The precise location of these uses will be identified at the Tier 2 planning stage, beyond an Outline Planning consent.
- Additional area that can accommodate a **primary school** safeguards space for a third primary school in the south
- **Secondary school** site located per the emerging SADC Local Plan
- **Commercial area** suitable for employment uses and supporting community, retail and service uses. Per emerging SADC policy, the distribution, storage and distribution (B8 use) and general industrial (B2 and E(g) (i) and E(g) (ii) uses) will be located towards the northern part of the employment area, whereas business use, offices and research and development (E(g)(i), (ii) and (iii) uses) will be concentrated towards the southern part of the employment area, where they will form a cluster of buildings connected by pedestrianised routes and spaces.

In addition to this overall distribution of uses, the Land Use Parameter Plan contains the following features:

- **Flexible boundaries between built development and open space areas** subject to further refinement at detailed design stage. The precise alignment of built development can deviate from the land use boundaries once the final alignment of streets is fixed through the Key Phase Plans and RMAs, but may only deviate further into the built area as opposed to into the open space.
- Grade II **listed farmsteads at Wood End Farm, Westwick Row Farm and Breakspears to be repurposed**, utilised as community, retail, food and beverage, visitor or office space related to the Country Park, Valley Park and innovation hub respectively.
- A location that can accommodate an indoor sports hall, within the sports hub forming part of a concentrated sports offer, and in close proximity to the secondary school and Country Park.
- A location identified within the central area that can accommodate a Gypsy and Traveller site, as defined within emerging SADC policy, alongside a primary substation.
- All areas identified on the Land Use Parameter Plan for residential use within the southern neighbourhood (Class C2 and C3) are also considered to be appropriate locations for Gypsy and Traveller pitches, subject to the prevailing site requirements and future design codes.

On-plot landscaping and infrastructure, e.g. secondary and tertiary streets and plot access, would be delivered within or outside the land use boundaries shown on the Land Use Parameter Plan, subject to other stipulations of the Green Infrastructure and Access and Movement Parameter Plans.

The maximum amount of built development being applied for within the Outline Application and within the development areas defined in the Land Use Parameter Plans include:

#### Residential

Use class	Minimum	Maximum
Total dwellings (C3)	3360	4000
Including residential institution use (C2)		640

#### Non-residential

Use	Use class	Maximum floorspace (GEA) or area (ha)
Retail and services	Retail, services, food and drink (E, Sui Generis)	4,500 sqm
Community and Leisure	Medical services (E)	2,300 sqm
	Community Centres and meeting places, library use, places of worship and other community facilities (F1, F2)	2,000 sqm
	Sports Hub uses (E(d))	3,400 sqm
	Health and fitness, gym and other cultural and recreational (E(d))	775 sqm
	Nursery uses (E(f))	525 sqm
	Primary schools (F1)	7.87 ha
	Secondary schools (F1)	10.78 ha
Employment	Storage and distribution (B8)	104,250 sqm
	General industrial (B2, E(g)(iii))	31,850 sqm
	Business use, offices and research and development (E(g)(i) and (ii))	54,500 sqm
Formal Open Space	Outdoor sports (F2)	up to 18.8ha