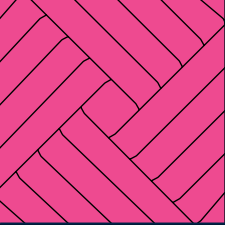




- ① STC with segregated pedestrian and cycle lanes
- ② Pedestrian / cycle bridge over the A414
- ③ Primary mobility hub
- ④ Innovation hub - R&D, lab space, offices, studios etc.
- ⑤ Smaller units - space for local and SME businesses
- ⑥ Larger units along the M1
- ⑦ Central square
- ⑧ Habitat park with limited public access as a buffer to Buncefield
- ⑨ Attenuation ponds with opportunity for habitat creation
- ⑩ Opportunity to activate historic Breakspears listed building and gardens
- ⑪ Structural planting for screening and ecological connectivity

Fig 07.26 Commercial Area - Illustrative Masterplan



07.4.2

Urban Design Principles

The illustrative masterplan has been developed in response to site constraints and in order to deliver a diversity of plot sizes to suit a range of occupiers, promoting a diversity of employment opportunities. The key principles driving the illustrative masterplan design in the commercial area include:

Urban Structure

- Distinct commercial typology zones to provide a range of market led spaces for occupiers
- Buildings to create active frontage along STC
- Careful placement of building frontages to frame views and activate spaces
- Creating a positive frontage / gateway onto the A414

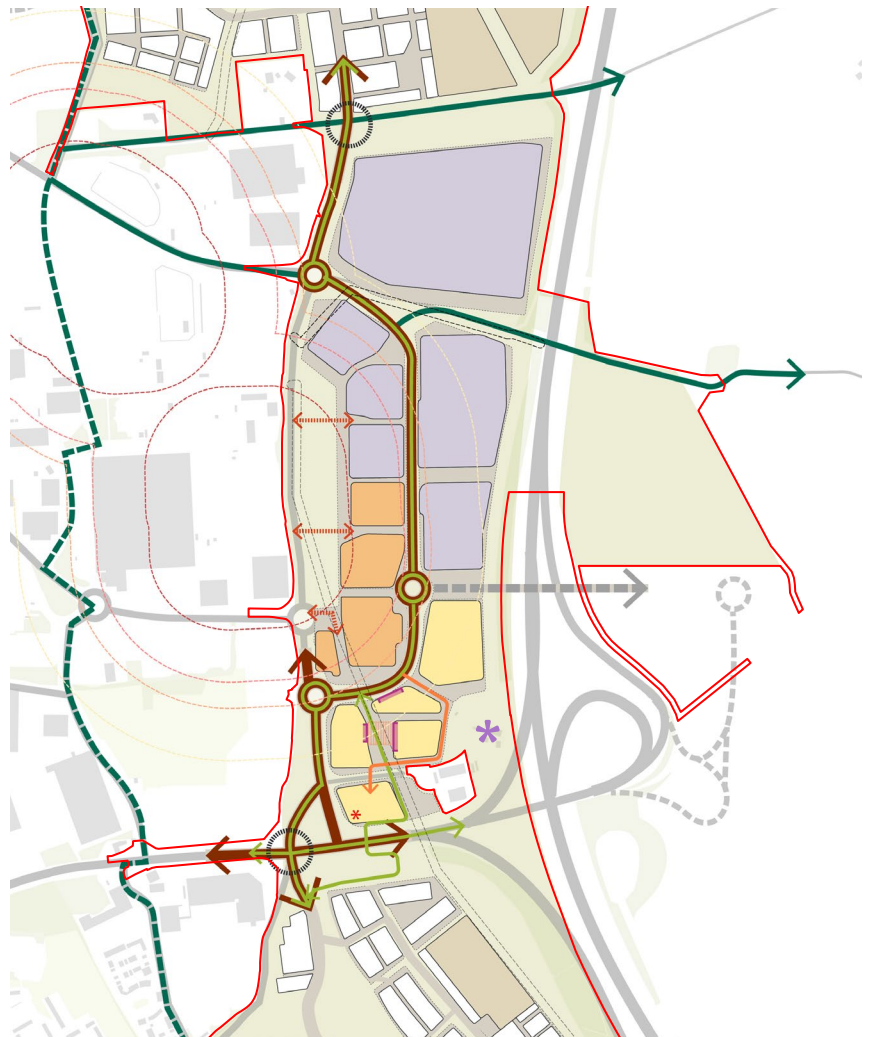


Fig 07.27 Commercial area urban structure

-----	Fuel pipeline easements		Key gateways
Buncefield HSE Consultation Zones			Central square
-----	150m Development Proximity Zone (DPZ)		Industrial and distribution plots
-----	Inner Zone		Local business and industries plots
-----	Middle Zone		Innovation hub plots
-----	Outer Zone		HGC Green Loop (quietways)
-----	Sustainable Transport Corridor (STC)		Potential quietways
-----	Access road		
-----	Access from Green Lane		
-----	Primary pedestrian-cyclist network		
-----	Active frontage		
-----	Marker buildings		
-----	Potential to activate Breakspears listed building		

Movement

- Plots to east accessed from Green Lane to maintain a continuous public pedestrian/cycle route along the west side of STC
- Mobility hub providing connectivity and sustainable transport links into East Hemel, Hemel Hempstead, and the wider region
- Pedestrian/cycle bridge across the A414 linking to the southern neighbourhood
- National Highways depot access retained in situ with single vehicular crossing for southernmost parcel access as well as pedestrian/cyclist crossing

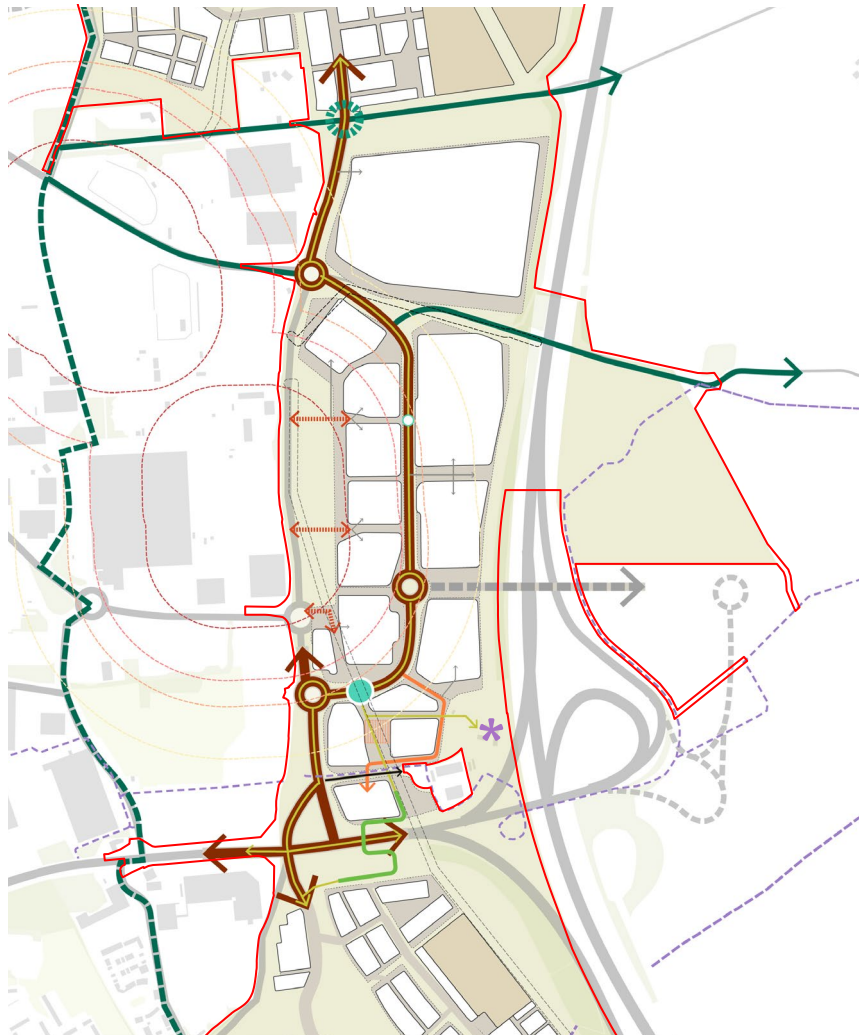
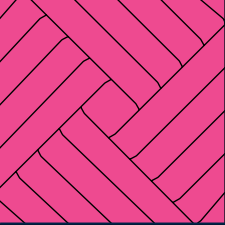


Fig 07.28 Commercial area movement

-----	Fuel pipeline easements	—	Retained Highways depot access
Buncefield HSE Consultation Zones		----	Safeguarded M1 overbridge
-----	150m Development Proximity Zone (DPZ)	●	Primary Mobility hub
-----	Inner Zone	○	Tertiary Mobility hubs
-----	Middle Zone	☼	HGV restriction
-----	Outer Zone	---	Public Rights of Way
-----	Sustainable Transport Corridor (STC)	---	HGC Green Loop (quietways)
-----	Access road	---	Potential quietways
-----	Access from Green Lane	□	Development plots
-----	Parcel access		
-----	Primary pedestrian-cyclist network		
-----	A414 bridge		



Landscape

- New public space central to innovation area, an urban square with active ground floors, spill out areas and flexible space for events
- Habitat creation zone within the Buncefield DPZ
- Opportunity to link to Breakspears listed building, allowing the existing buildings and gardens to be re-purposed for the benefit of the wider East Hemel community
- A tree lined STC with wide biodiverse verges to create a characterful and resilient streetscape
- Sustainable drainage integrated into generous landscaped areas
- A strengthened M1 edge through new tree and woodland planting

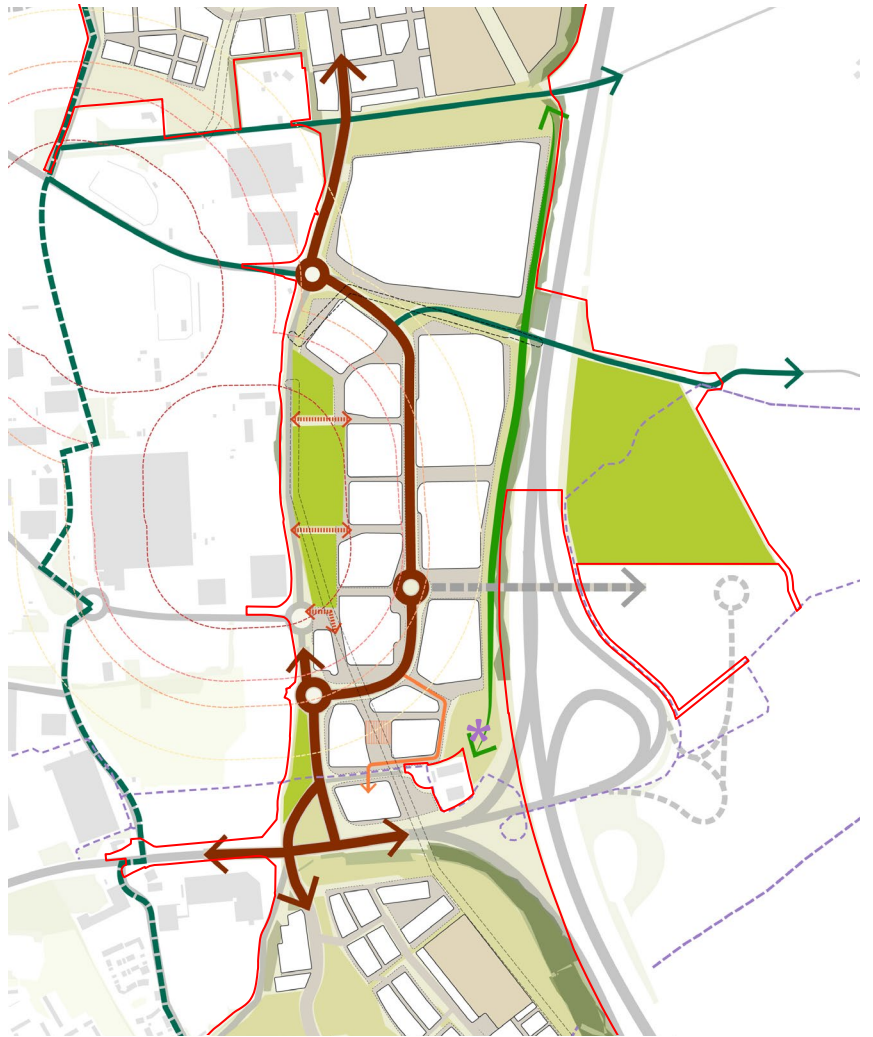
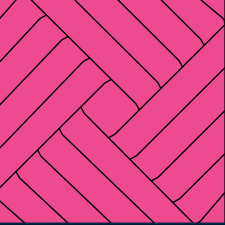


Fig 07.29 Commercial area urban structure

-----	Fuel pipeline easements
Buncefield HSE Consultation Zones	
-----	150m Development Proximity Zone (DPZ)
-----	Inner Zone
-----	Middle Zone
-----	Outer Zone
-----	Sustainable Transport Corridor (STC)
-----	Access road
-----	Access from Green Lane
-----	Green corridor
-----	Habitat creation opportunity areas
-----	Local centre square
-----	HGC Green Loop (quietways)
-----	Potential quietways
-----	Development plots

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07.4.3

Landscape Character

The illustrative landscape for the commercial area is designed to create a coherent, biodiverse approach with maximised opportunities to make outdoor amenity part of the daily work life. This will include:

- A green, urban and active public realm within the innovation hub
- Maximising opportunities for biodiverse soft landscape with meadow, woodland, new hedges and SUDs
- Walking, cycling and public transport integrated, with those arriving by car encouraged to walk or cycle to amenities

Central square

The central square, located in the innovation hub, will be designed as a vibrant central space for the working community to come together, take breaks, as well as create a flexible canvas for events which support collaboration and innovation.

Habitat creation area

The area east of Green Lane and within the Buncefield 150m Development Protection Zone (DPZ) described in Chapter 3, where no development is permitted, will be a habitat creation area, defined by biodiverse planting, drainage and will be managed for nature conservation with limited public access. It will also provide valuable habitat connectivity to Hogg End lane.

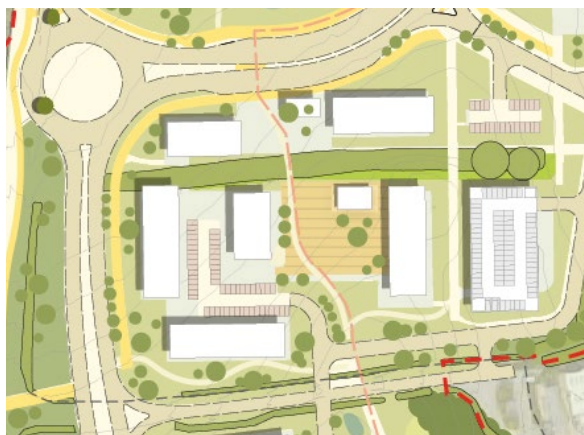


Fig 07.30 Local square



Streetscape should be design in a way to encourage cycling to workplace



Habitat creation combined with SUDS



Biodiverse planting with meadow, trees



Biomedical Campus, Cambridge

Streetscape

The STC is required to accommodate vehicles, including large vehicles, and allow space for delivery. It will also provide a safe, accessible and attractive environment for pedestrians and cyclists as well as contributing to biodiversity, tree cover and sustainable drainage. The STC in the commercial area will provide:

- Separation of pedestrians and cyclists from vehicle movements on the STC
- Uninterrupted, segregated pedestrian and cycle routes on the western side of STC
- Well design landscaping both sides of STC creating tree-lined boulevard



Fig 07.31 Illustrative view north along STC ped/cycle route



Fig 07.32 Illustrative view north along STC

07.4.4

Northern Area

The northern commercial area provides a mix of unit sizes to suit a range of occupiers from SMEs to national and international businesses. Design principles guiding the masterplan in this area include:

- Largest industrial and distribution buildings in the northern plot and along the M1 corridor to the east of the STC
- Smaller buildings to west of STC to meet employment density requirements associated with the Buncefield Oil Terminal Inner Zone, described in Chapter 3
- Smaller units providing growth space for local and SME businesses
- Retaining and enhancing quietways along Punchbowl Lane and Hogg End Lane
- Vehicle access to the units to the west of the STC is via Green Lane, to retain an unbroken pedestrian and cycle routes along the entire western side of the STC

- Offices overlooking the STC to create active frontages along the route
- Unit parking and servicing areas positioned between units to maintain uninterrupted landscaping along the STC

Character

Buildings along the STC will create a modern identity to the commercial area that follows the design ethos of the southern, more public, commercial area. Principles for ensuring a human-scale, characterful environment in the northern commercial area include:

- Landscape within plots to create a green character to the STC
- Offices orientated towards the STC to provide active frontages along the route
- Well designed articulated building frontages create a strong unifying architectural language along the STC



Fig 07.33 Northern commercial area - Illustrative aerial view

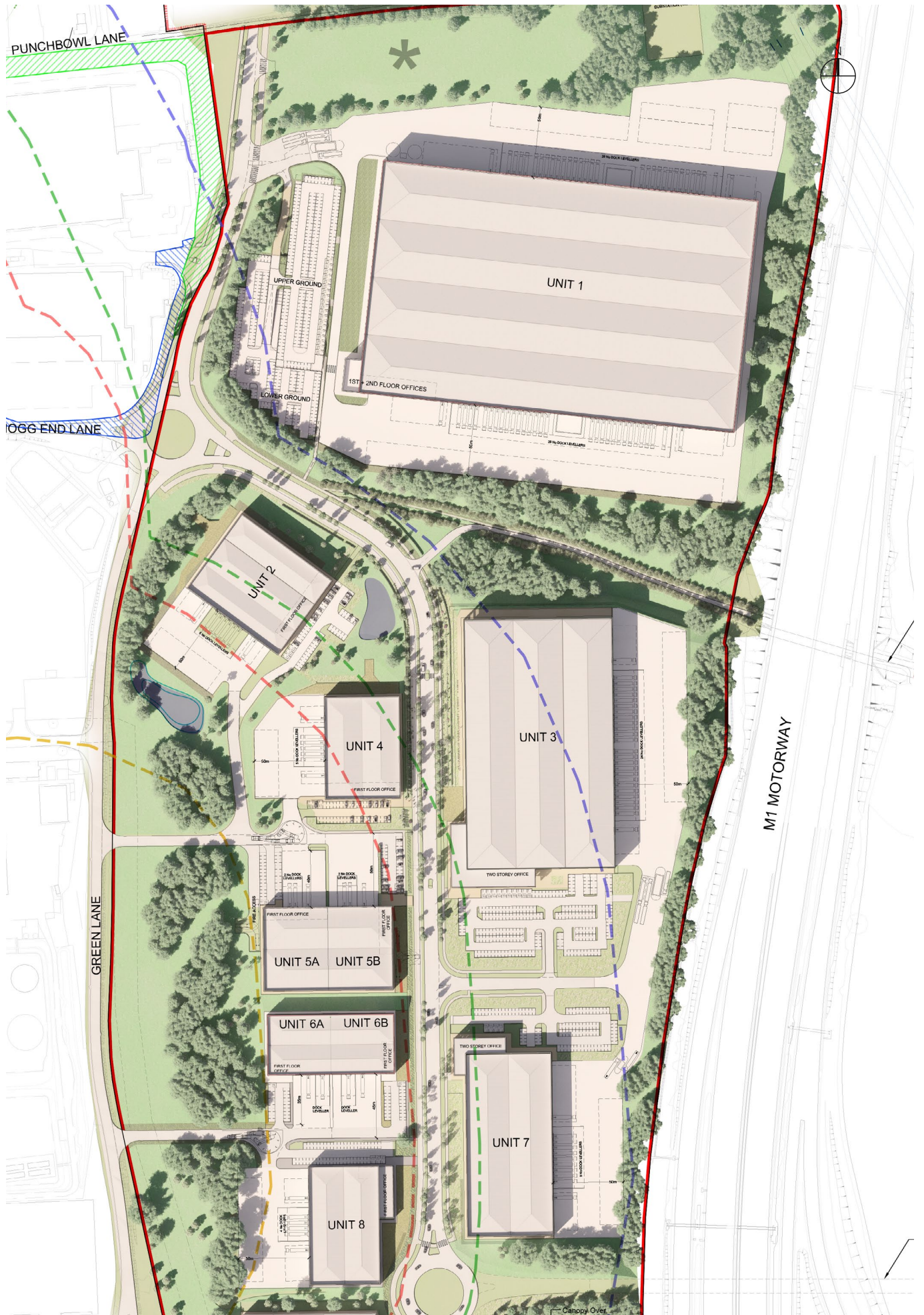


Fig 07.34 Northern commercial area - Illustrative layout

07.4.5

Southern Area

The southern commercial area will be a vibrant, diverse and pedestrian-friendly innovation hub providing a diversity of employment opportunities. Principles guiding the illustrative masterplan in this area include:

- High density flexible employment buildings with opportunities for R+D, lab space, agri-tech, clean/green tech and offices
- A new, central public square
- A mobility hub straddling the STC, with its pavilion located adjacent to bus stops on the STC and the public square
- A pedestrian and cycle bridge over the A414 linking the southern residential neighbourhood to the commercial area
- Opportunity for retail and community uses at ground floor around the central square to activate the space and support the vibrancy of the business community
- Pedestrian and cycle priority within the public realm
- Accommodating a phased delivery to meet market demand

- Minimal car parking around buildings to maintain a pedestrian-focussed public realm
- Centrally located multi-storey car park to meet parking demand while minimising impact on the public realm
- Opportunity to link to Breakspears Listed Building, allowing the existing buildings and gardens to be re-purposed for the work and wider community

Character

Placemaking principles for creating character include:

- Layouts creating a series of linked courtyards between buildings
- Diverse, modern and urban architecture to create a vibrant sense of place
- A low carbon approach to building design, construction and use
- A range of flexible floorplates and storey heights to accommodate the widest possible range of occupiers

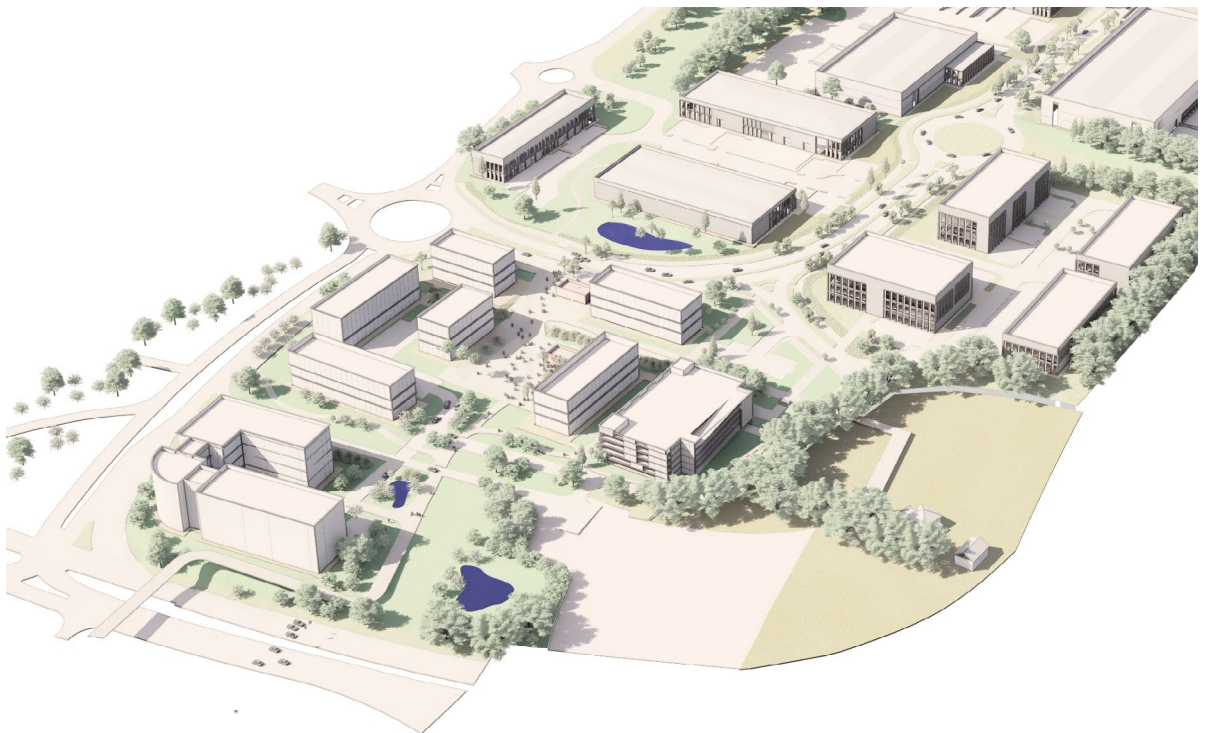
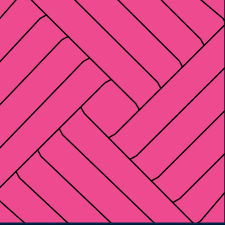


Fig 07.35 Southern commercial area - Illustrative aerial view



Fig 07.36 Southern commercial area - Illustrative layout



07.4.6

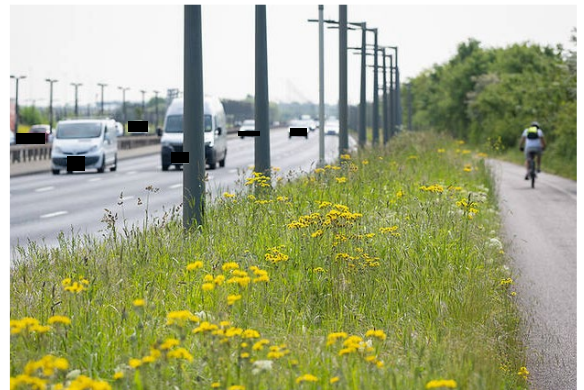
A414 / Breakspear Way / Green Lane Junction

The landscape approach for the A414 Breakspear Way junction improvement will aim to create a naturalistic, low-maintenance and biodiverse landscape incorporating areas of woodland planting, meadow and retained hedgerows.

Roadside verges will incorporate drainage swales or rain gardens and will be planted with pollinator friendly wildflower meadows to enhance biodiversity and minimise maintenance. Large canopied trees will be planted in the verges to increase canopy cover.

Overall the approach will seek to create a green and attractive gateway to Hemel Hempstead which will complement, not compete with, the new bridge and architecture.

Further details on the landscape design for this area will be submitted as part of Reserved Matters applications.



Biodiverse and low maintenance road verges.



Wider areas of landscape covered in wildflower meadow.



Tree planting example on a busy road



Roadside rain gardens



Biodiverse roadside swales

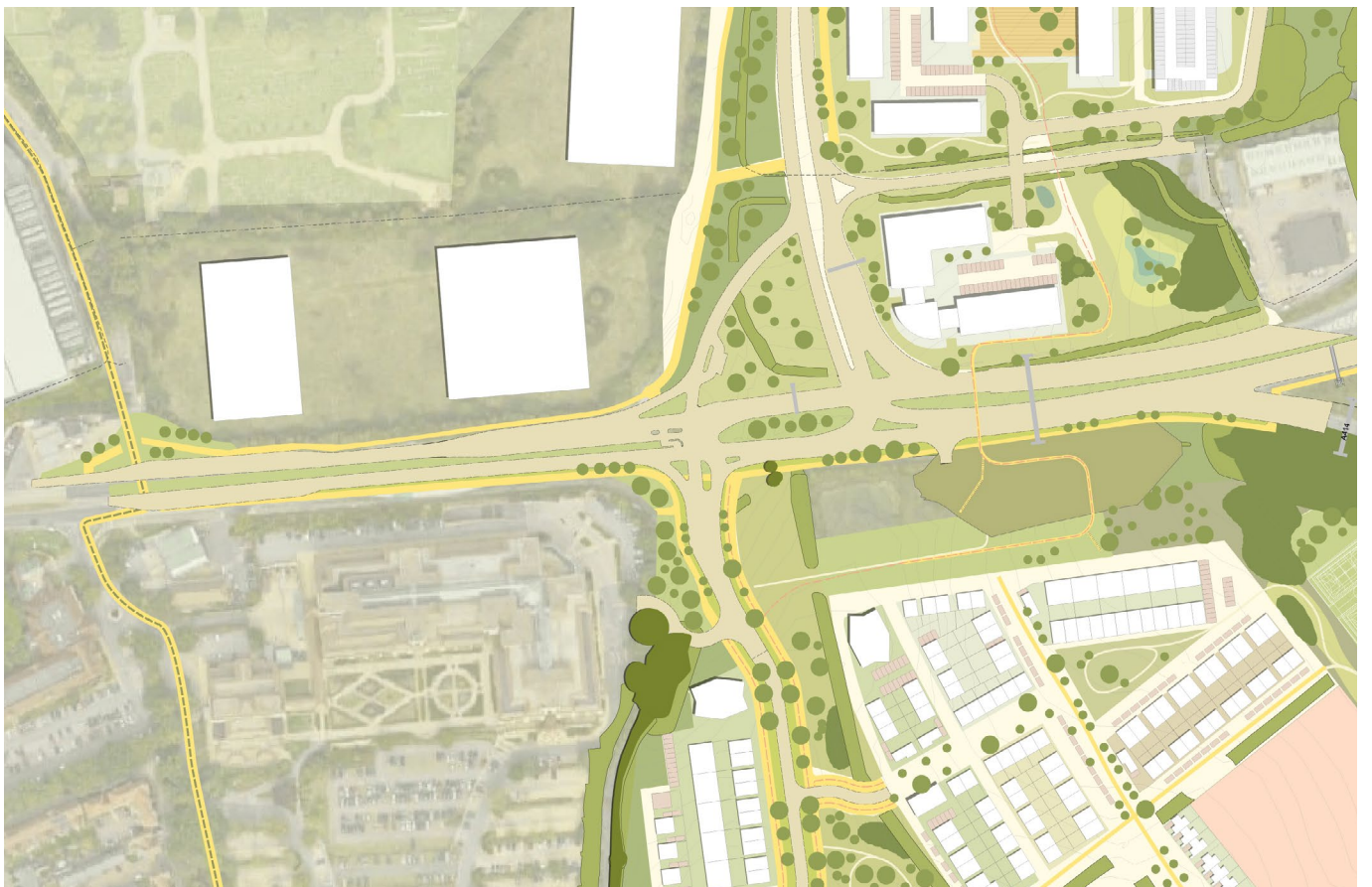


Fig 07.37 Illustrative landscape proposal plan

