

# 08

## B487 Corridor

This chapter provides an overview of the joint approach between East and North Hemel to access from and treatment of B487 Hemel Hempstead Road (Redbourn Road). It describes the changing nature of this corridor as a whole, and presents a set of shared design principles for both application sites which serve to create a cohesive condition along the existing road and gateway into Hemel. Only proposals included within the East Hemel Application Boundary are submitted for approval as part of this application. Illustrative proposals in this chapter for North Hemel which sit outside the East Hemel Application Boundary are not part of the Proposed Development. Only the highways arrangement for the B487 gateway is being submitted in full detail as part of this application; landscape proposals within the area subject to full detailed highways will be submitted in future Reserved Matter Applications.

# Changing Corridor

## Current Context

### Overview

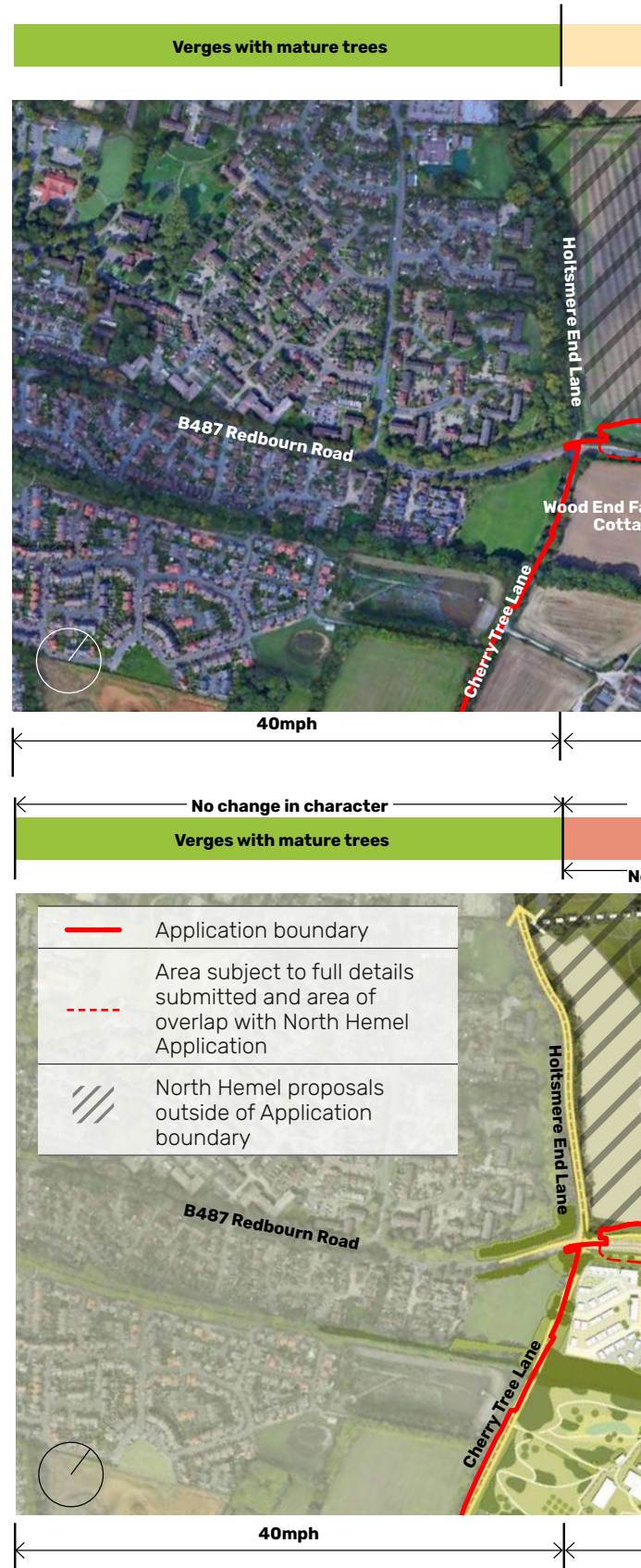
The length of the B487 corridor from the M1 underpass to the urban edge of Hemel Hempstead functions as a transitional zone from a semi-rural area into a semi-urban one. Its landscape context is shaped by a combination of field boundary vegetation, scattered and isolated settlement, infrastructure (notably the M1 crossing over the corridor and the NGET overhead lines), and the gradual incursion of the Hemel Hempstead town edge.

The corridor today is largely characterised by scattered development amongst trees and open agricultural land, with a consistent treed hedgerow lining both the north and south of the road. West of Holtsmere End Lane and Cherry Tree Lane, entering the urban extent of Hemel Hempstead, the condition is characterised by housing set back behind verges lined by mature trees.

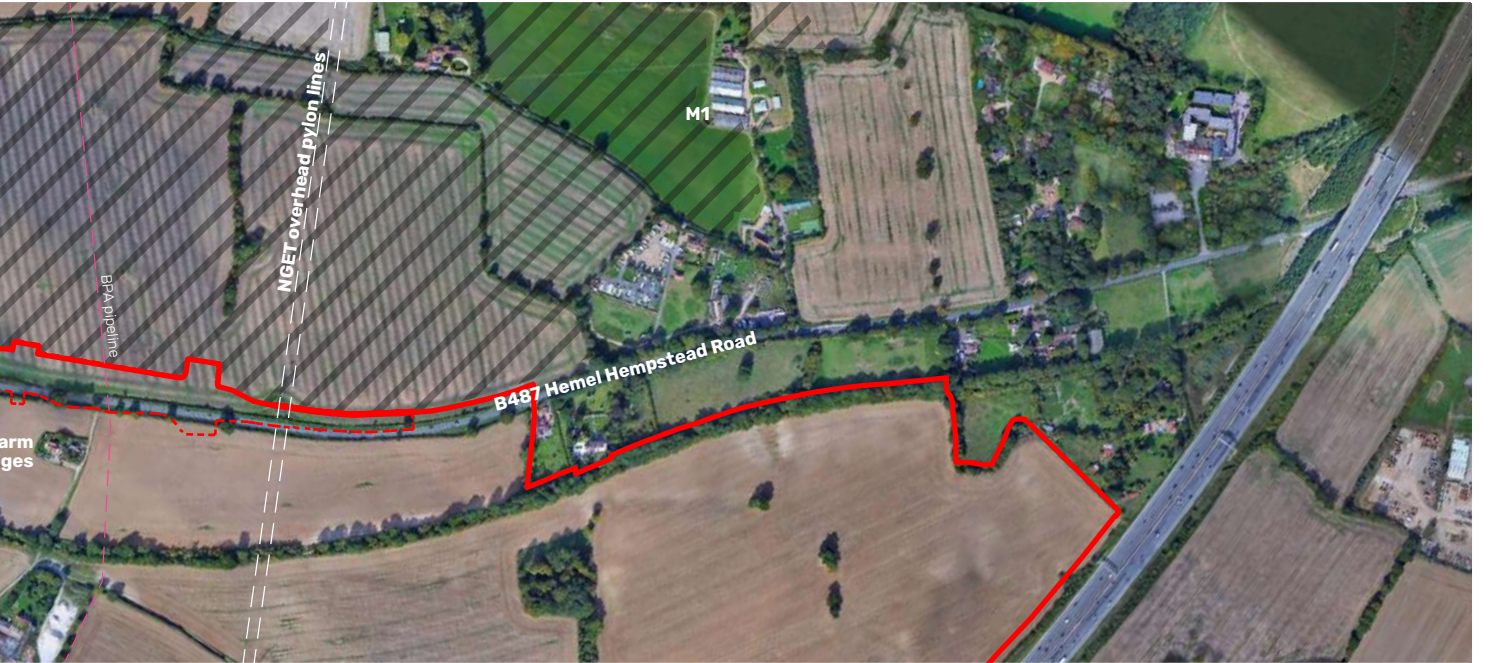
### The Edges

Though the corridor retains a continuous green edge, its character changes along its length:

- Enclosed stretches containing dense hedgerows and in some stretches, lines of mature trees providing a strong vegetated edge and filtered views
- Open stretches where hedgerows have been lost or fragmented, allowing wider views into adjoining fields and altering the sense of enclosure
- Suburban elements such as garden fences, estate railings, and multiple driveways punctuate the edge near built plots, introducing visual breaks
- The pylon line and overhead cables form a dominant linear feature contrasting the otherwise semi-rural character



**Fig 08.1** Existing and proposed B487 corridor

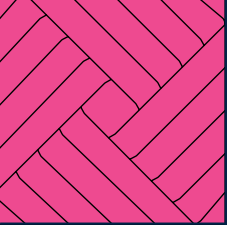


60mph



30mph

60mph



The southern hedgerow, particularly west of the pylon line, contains more mature and numerous trees than the northern hedge, which contains noticeably fewer trees.

**Visibility**

This variation in edge condition and verge width results in changing levels of visibility and enclosure into adjacent land along the length of the corridor.

For most users, the experience of this corridor is transient and vehicle-based, with views perceived primarily at speed and focused along the direction of travel. Peripheral or oblique views reveal glimpses of hedgerows, rising land, and occasional scattered dwellings set back from the carriageway, filtered by vegetation. The pylons and overhead cables remain a constant visual presence throughout much of the route.

**Entrance to Hemel Hempstead**

The corridor enters the urban extent of Hemel Hempstead west of the junction with Cherry Tree Lane and Holtsmere End Lane. Although development on both sides of the highway is present at this entrance, due to development edges being set back from the road behind green verges with dense and mature vegetation, the built form is filtered from view

for the initial stretch of highway into Hemel Hempstead. The presence of street lighting and highway signs currently identify the threshold of Hemel Hempstead's urban edge.




**Proposed Context**

The introduction of development in both North and East Hemel will change the approach into Hemel Hempstead. In the east of the corridor, there will be no fundamental change in character, with open agricultural land being transformed into two major parks on both sides of the road, preserving the existing treed hedgerow enclosing the road corridor and the naturalistic and open character of the land adjacent.

The greatest change will occur west of the pylons, where a new junction will be introduced to provide access to both sites for all modes, and new development will be introduced along the corridor. This will mark a new urban extent of Hemel Hempstead, and a new gateway into the town. The following spreads present the principles which will govern this change.

Only proposals included within the East Hemel Application Boundary are submitted for approval as part of this application. Illustrative proposals in this chapter for North Hemel which sit outside the East Hemel Application Boundary are not part of the Proposed Development.

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	Application boundary
<hr/>	
	Area subject to full details submitted and area of overlap with North Hemel Application
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	North Hemel proposals outside of Application boundary

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08.2

# B487 Gateway

08.2.1

## Overview

Fig 08.3 below illustrates a potential condition along the B487 Hemel Hempstead Road (Redbourn Road) which reflects the design principles described herein. These serve to create a cohesive and positive interface with the road corridor, and a distinctive gateway into the town.

- ① Community Park
- ② Country Park
- ③ Nickey Line
- ④ HGC Green Loop (Holtsmere End Lane and Cherry Tree Lane)
- ⑤ Sustainable Transport Corridor
- ⑥ Development parcels
- ⑦ Grade II Listed Wood End Farm Cottages
- ⑧ Public Footpath
- ⑨ NGET overhead power lines
- ⑩ BPA pipeline

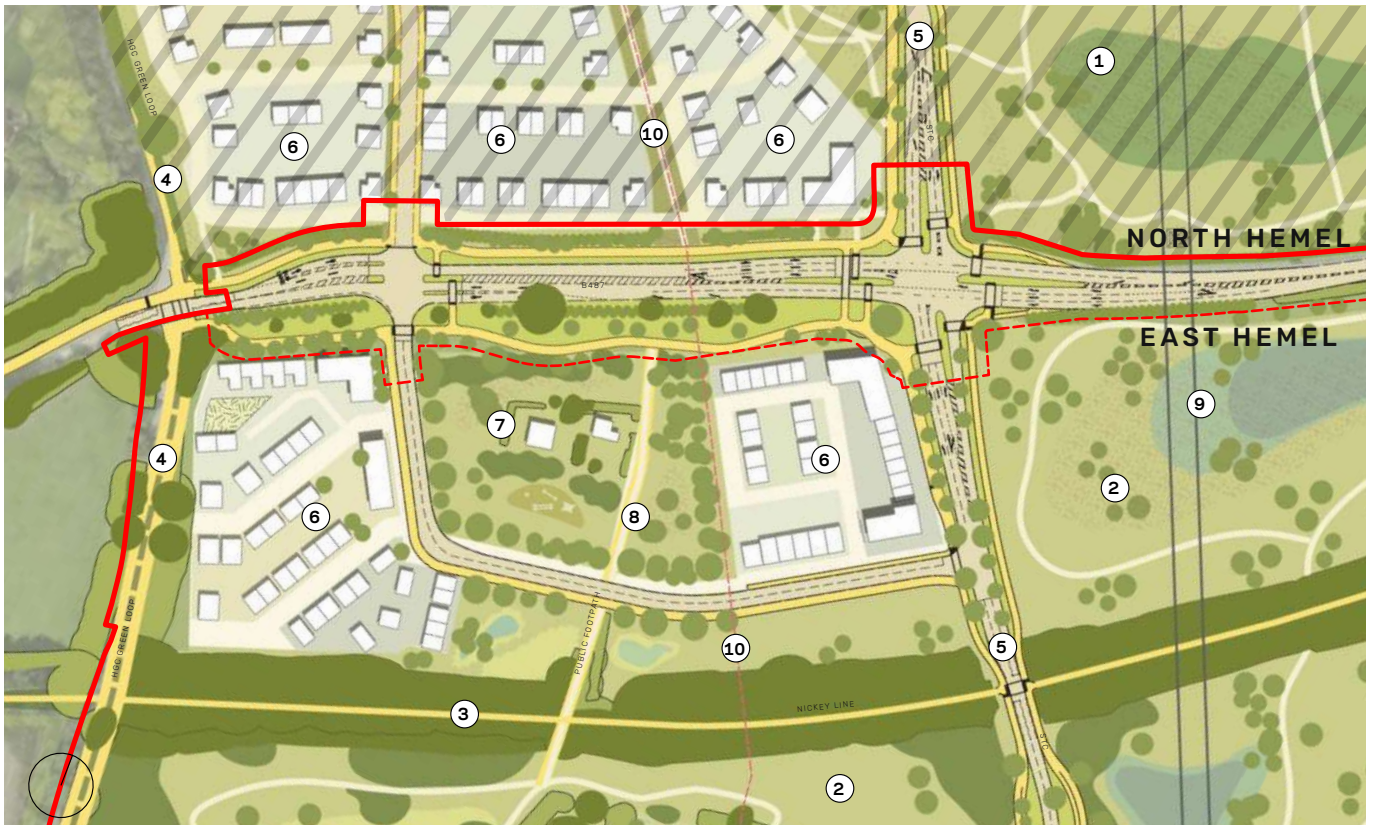
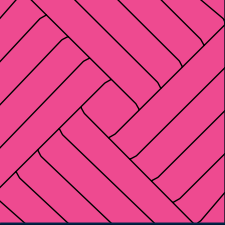


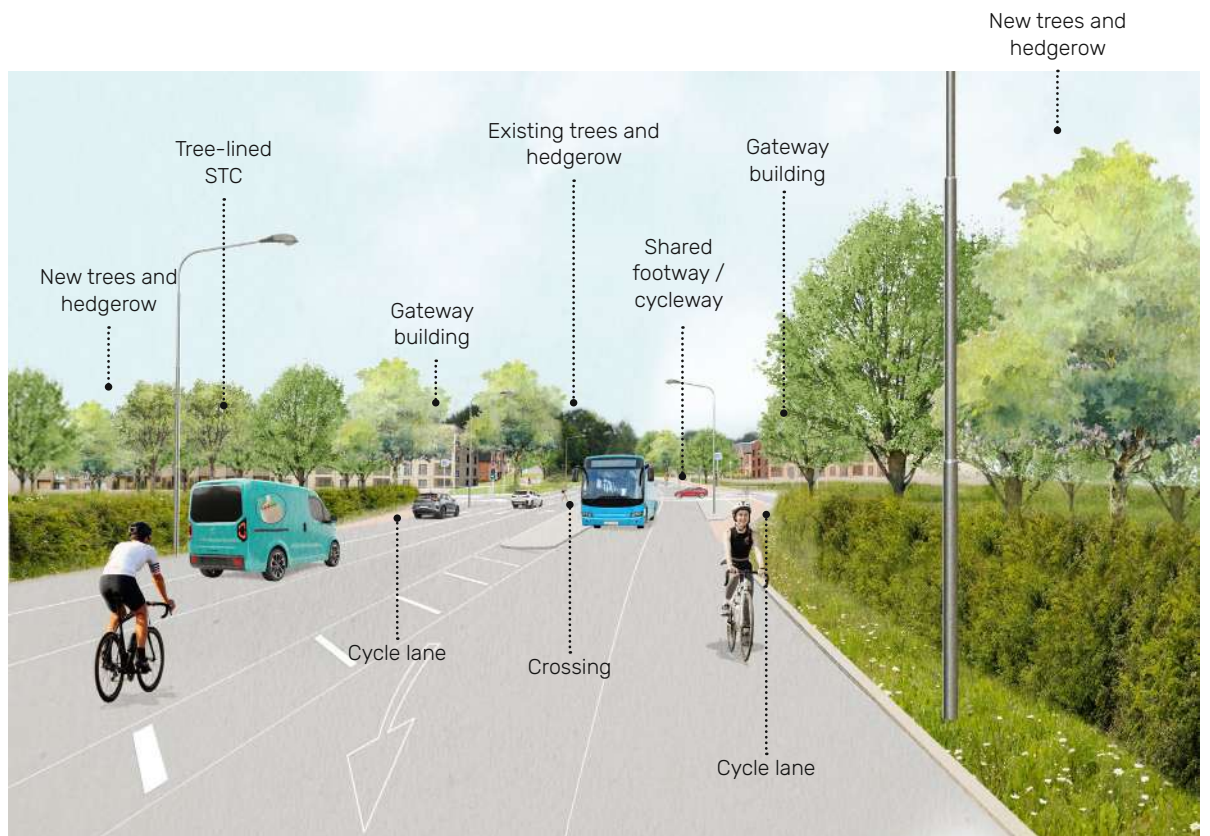
Fig 08.3 B487 gateway illustrative proposal for both North and East Hemel sites



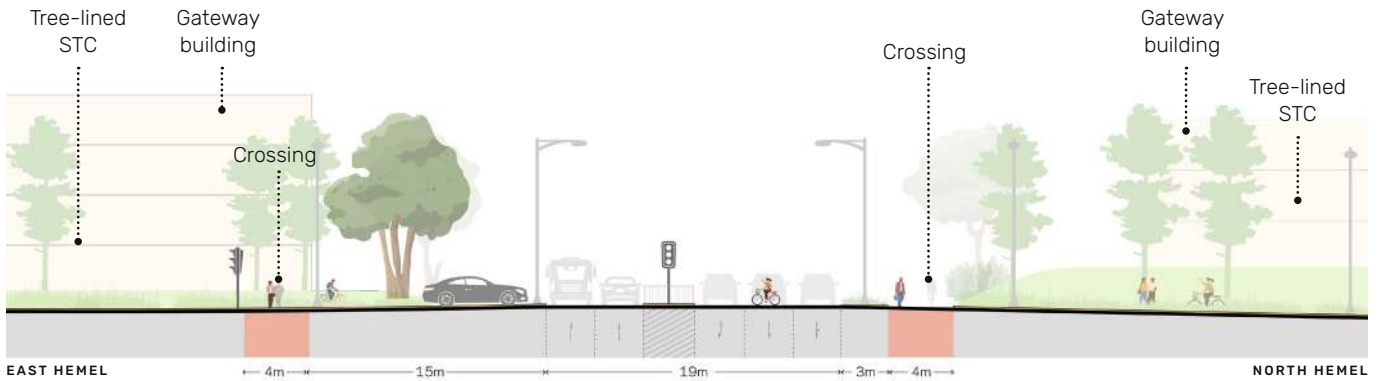
## Overview



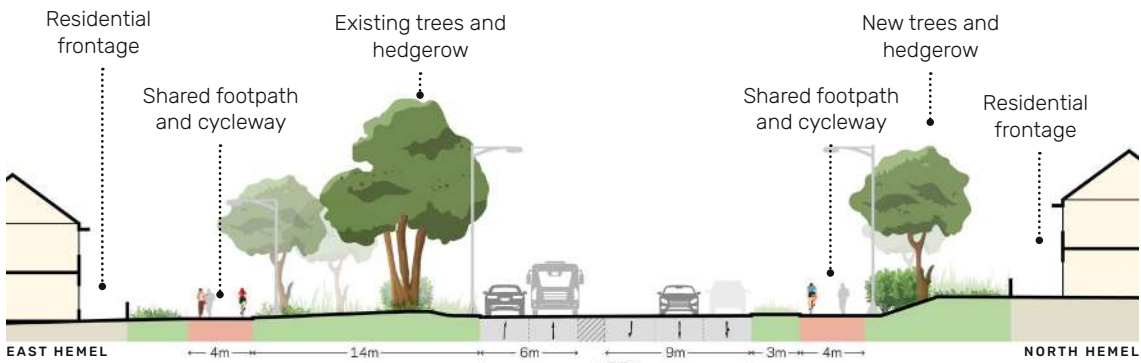
**Fig 08.4** Existing view looking west on the B487



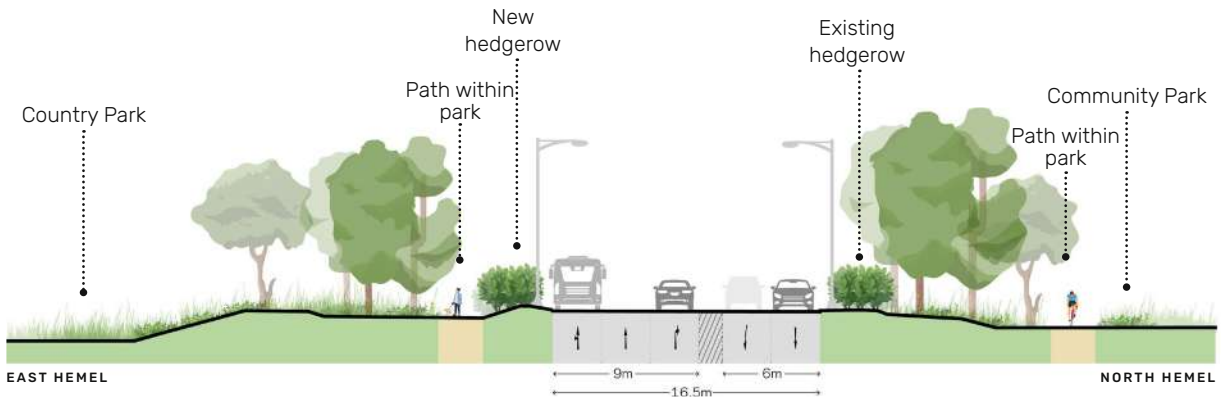
**Fig 08.5** Proposed view looking west on the B487



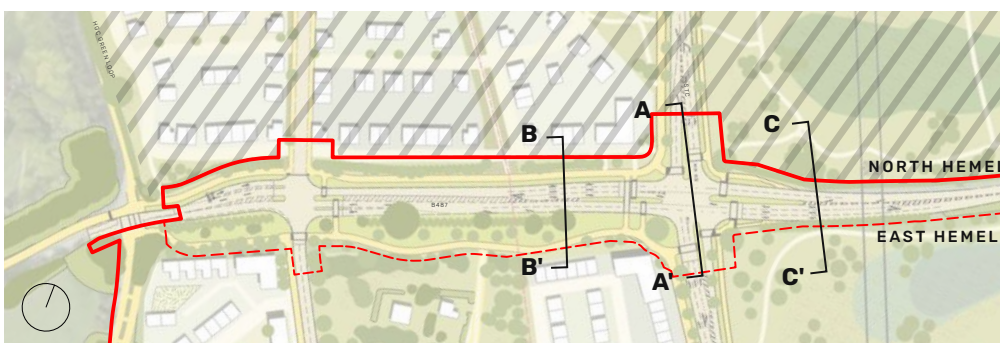
**Fig 08.6** Section A-A looking west at the B487 junction and gateway



**Fig 08.7** Section B-B looking west onto new development frontage



**Fig 08.8** Section C-C looking west through the Community and Country Parks



**Fig 08.9** Key for Section A-A, B-B and C-C

## 08.2.2

### Landscape

Only the highways arrangement for the B487 gateway is being submitted in full detail as part of this application. Detailed landscape proposals will be submitted in future Reserved Matter Applications in line with the principles described in the Development Specification.

#### Overall Approach

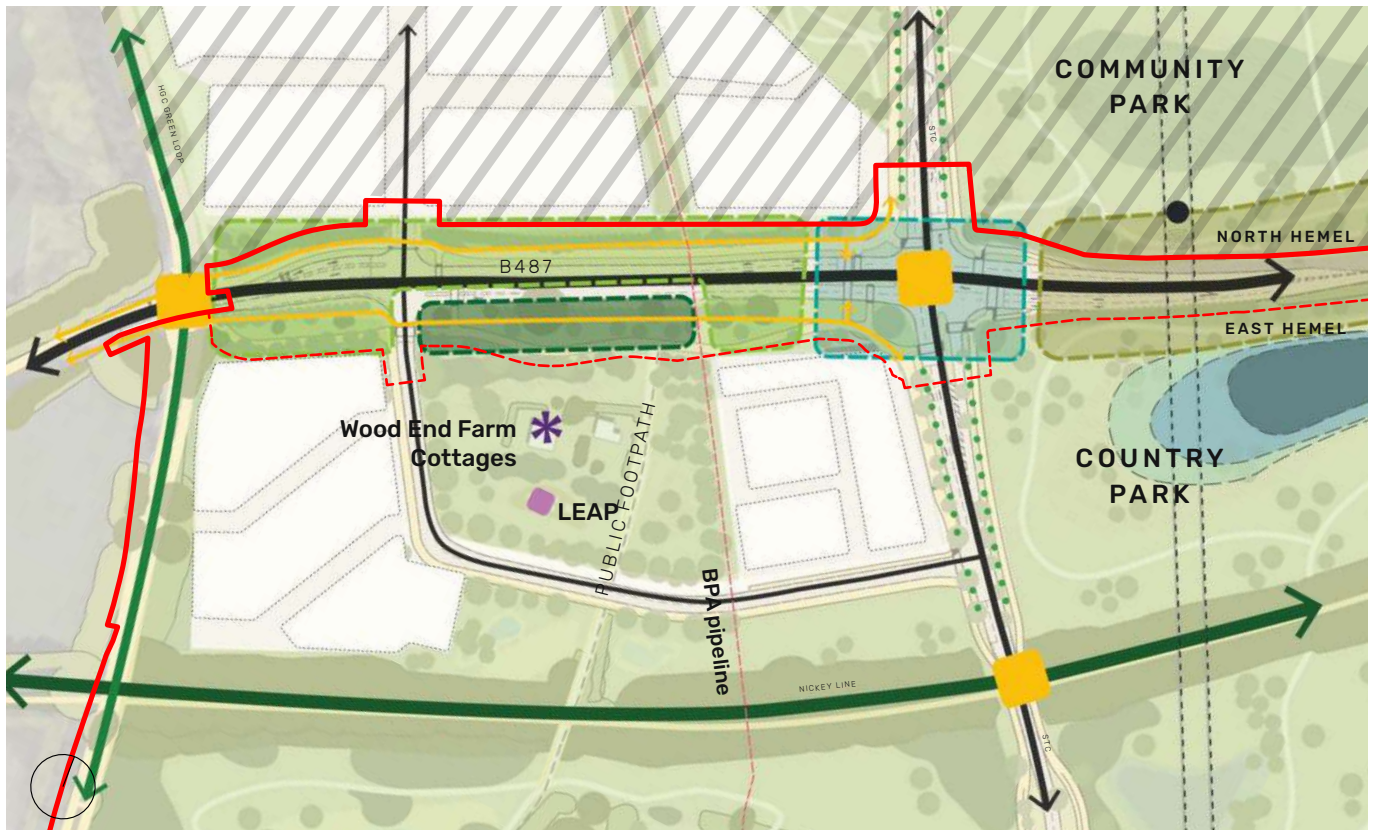
The B487 forms an existing connection between the current urban area of Hemel Hempstead and Redbourn across semi-rural countryside. The proposal to enhance the B487 corridor and the introduction of a new junction at the intersection of North and East Hemel will create a new green gateway. This will mark the approach into the expanded urban area of Hemel and establishing a sense of arrival.

The design responds sensitively to existing site features, including the Grade II listed Wood End Farm Cottages, overhead and underground utilities, and mature trees of significant value along the southern edge of the existing right of way, which are intended for retention as far as possible. These existing elements have guided the alignment and extent of the proposed highways interventions, ensuring that road widening and landscape interventions work with the site constraints, respect unique assets and the landscape quality along this corridor.

A key component of the proposals for the new B487 layout and junction are the creation of a series of character zones along the length of the corridor that respond and relate to the adjacent context, described opposite.

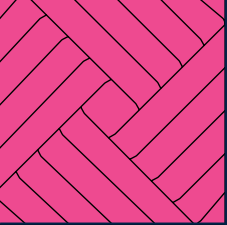
The landscape treatment along the B487 will play an essential role in defining the transitional character of this route. It will provide greening and enhance visual quality, improve air quality, and support biodiversity, while integrating the new neighbourhoods of North and East Hemel within a cohesive gateway setting.

The key landscape aim for the proposed new corridor is to achieve a coherent, complementary, yet not symmetrical design, reflecting the semi-rural and naturalistic qualities of its context.



**Fig 08.10** Key landscape character areas

	Application boundary
	Area subject to full details submitted and area of overlap with North Hemel Application
	North Hemel proposals outside of Application boundary
	Park frontage
	Gateway
	New development edge
	Wood End Farm Cottages edge
	Strategic pedestrian-cyclist routes
	Crossings
	Pedestrian / cycle path
	Gateway feature tree
	Existing feature tree



### Park Frontages

The design of the park frontages will respect and have regard for the semi-rural character of the B487 corridor in the existing context to the east. Along both the Community Park to the north and the Country Park to the south, the frontage will form a unified landscape edge defined by a consistent, semi-natural, biodiversity-led character that reflects the adjoining open spaces.

The landscape approach for the park frontages will aim to retain existing mature boundary hedgerows and trees wherever possible, to preserve the established landscape structure. Where removal is unavoidable to enable delivery of the road improvements, such as the widening leading into the new junction, compensatory planting is proposed. This would include new native-species hedgerows and feature tree planting using medium to large canopy species to maintain the hedgerow lines and character of the route.

Additional tree planting, such as scattered groups and small copses behind hedgerows, would be introduced to further contribute to the adjacent park setting and enhance the visual quality and ecological value of the surrounding landscape.

### Gateway

The gateway character zone is envisaged as a transition point between the semi-rural character of the corridor and the new settlement edge, at the new junction proposed between the two new neighbourhoods of North and East Hemel. The

	Application boundary
	Area subject to full details submitted and area of overlap with North Hemel Application
	North Hemel proposals outside of Application boundary

landscape intention for the gateway itself is establishing an open and green new approach to Hemel Hempstead.

Landscape design would include biodiverse meadow-planted verges and planting palettes with seasonal interest, complemented by threshold features such as estate fencing and signage which could reinforce a sense of place and orientation.

Feature trees would be located at the junction to mark the transition in character. Tree species would be large-canopy, long-lived native or naturalised species and would serve as focal features at the entrances to the northern and southern neighbourhoods.

Tree planting along the STC verges, leading to the gateway junction, would feature a robust and hardy mix of species, with a high proportion of native varieties. The aim of the gateway landscape will be to establish a leafy and naturalistic arrival, rather than formal or regimented approach.

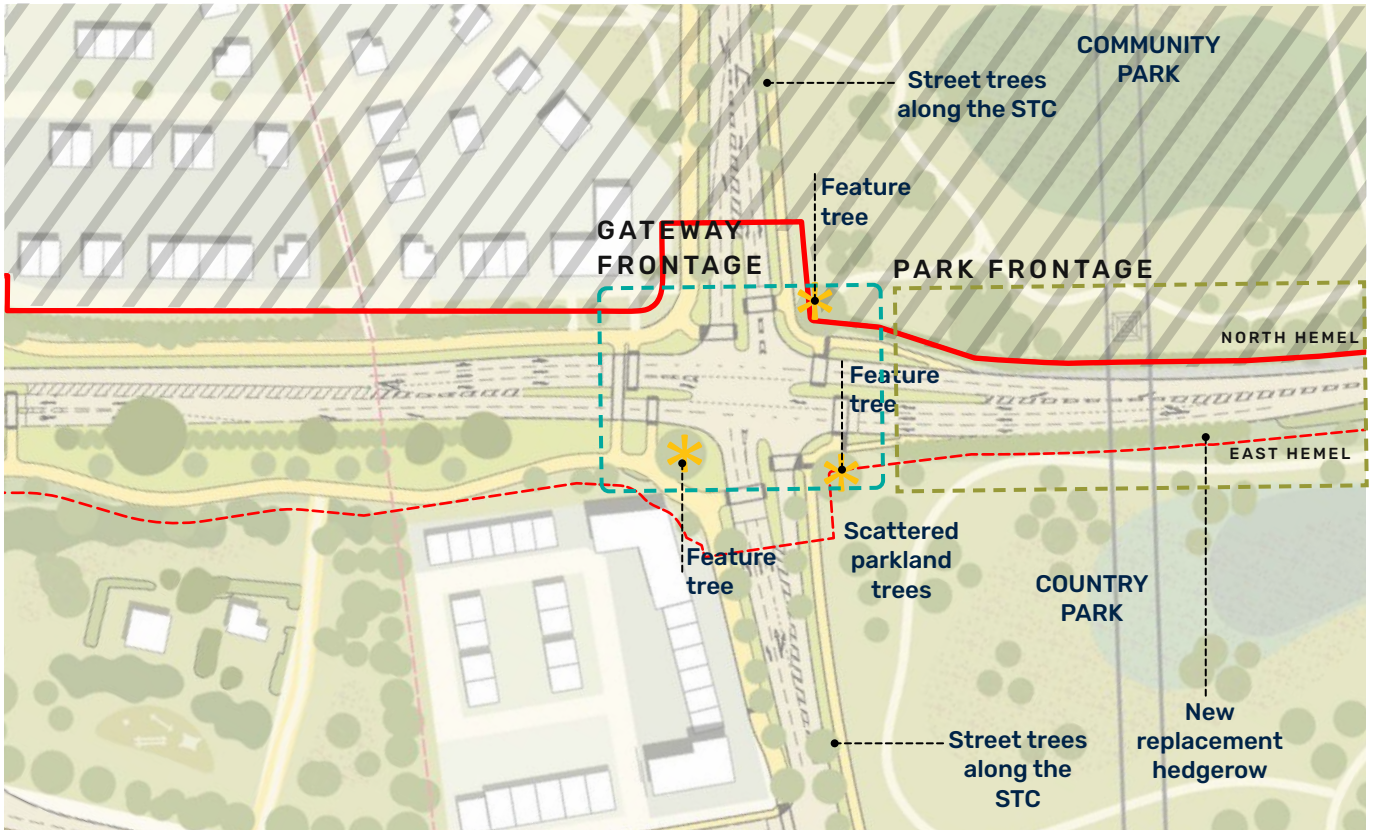
Street lighting, drainage, and signage will be coordinated with tree planting from the outset during future Reserved Matter stages, to avoid conflicts with canopies and ensure even illumination and ease of maintenance.



Strong landscape edge to park | Ebbsfleet Garden City



Green gateway | Eddington, Cambridge



**Fig 08.11** Park and gateway frontages



View from B487 facing west along the highway towards the Site



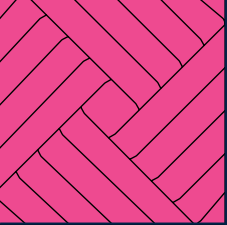
Open, green gateway | Kings Barton, Winchester



Open green gateway | Ebbsfleet Garden City



Scattered groups of trees



### **New Development Frontages**

New development parcels along the B487 corridor will be set back from the road edge to provide a continuous green frontage, respecting and complementing the existing urban context in Hemel where green verges separate built form from the B487. The landscape treatment within the set backs will be formed of retained hedgerows, trees, and grassland verges.

The proposed road layout is informed by the presence of a number of existing valuable trees in the hedgerow on the southern side of the B487; a key objective of the design is to retain these existing trees wherever possible. Therefore, the setback on the southern edge of the B487 includes existing hedgerows and trees, as well as their root protection areas (RPAs). The existing trees and hedgerow intended for retention are illustrated on the diagram opposite.

Some existing vegetation removal will be required to enable delivery of the roadworks including access points and for the retention of existing trees to the south. Where this occurs, such as along the northern edge of the road, replacement hedgerows comprising native species are proposed to maintain the green edge character.

In addition to the hedge lined structural landscape edge, supplementary native tree planting is proposed to further soften and filter views from the built form.

This landscaped setback will establish a soft, natural edge that integrates the new settlements edges into their setting, while contributing to biodiversity and visual quality along the corridor.

### **Wood End Farm Cottages Frontage**

The southern edge of the B487 corridor also includes a unique edge condition where it runs along the Grade II Listed Wood End Farm Cottages and surrounding Country Park.

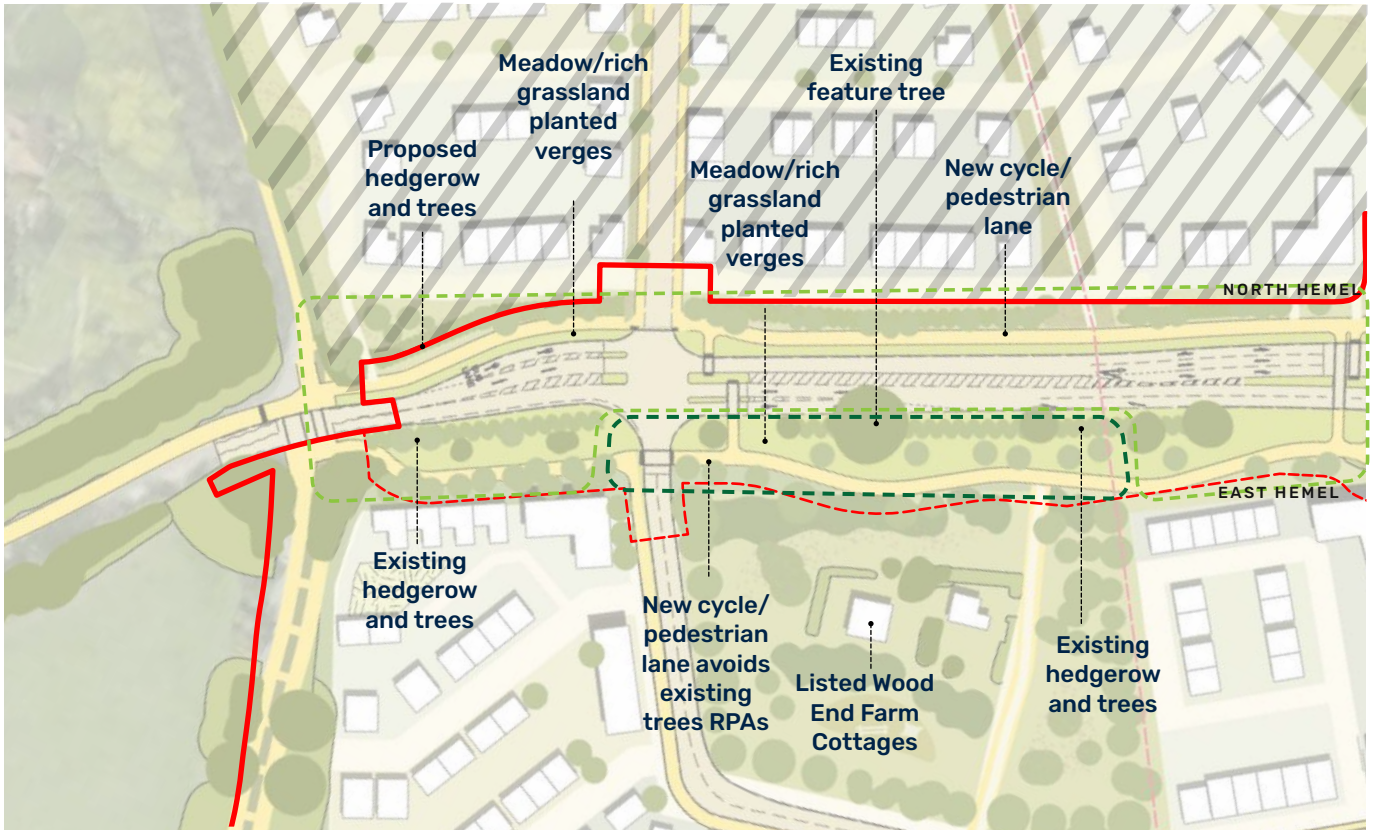
Along the frontage to the listed Wood End Farm Cottages, a wide landscaped setback is proposed to create an enhanced, continuous structural green edge between B487 corridor and the listed buildings and Country Park.

The existing hedgerow along this frontage contains mature, valuable trees, including a large Oak tree, which are intended to be retained.

In line with this aim, the southern cycle / footpath is proposed to run to the south of the retained hedgerow, carefully aligned to avoid root protection areas and minimise disturbance to retained trees.

Existing hedgerows are also proposed to be retained except where removal is required to deliver of the road works, such as access into the Sites.

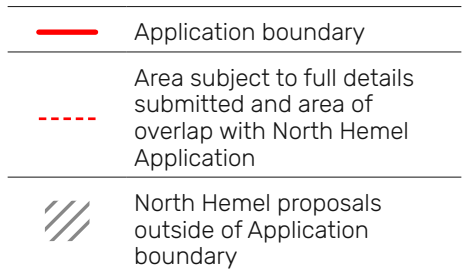
Additional planting, including groups of scattered trees and small copses, are proposed behind the existing hedgerow, to reinforce the semi-naturalistic park character and to positively contribute to the setting of the listed building along this frontage.



**Fig 08.12** Development and Wood End Farm frontages



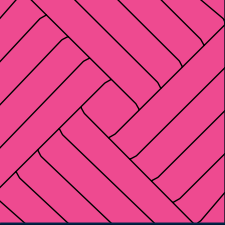
Mixed hedgerow



Existing hedgerow and smaller trees



Existing feature oak tree



### 08.2.3

## Urban Form

### Overall Approach

The overall approach to layout and built form along the B487 is to create a gateway that clearly marks the entrance into the urban extent of Hemel Hempstead, and into both East and North Hemel sites. It also has the aim of introducing a new frontage onto the B487 to reflect this transition into an urban condition.

### Built Form and Frontages

A built gateway on the western side of the new junction will define the new edge of Hemel Hempstead and the entrance to the North and East Hemel sites. Two gateway buildings with heights of up to three storeys north of the B487 and four storeys south of the B487 will mark and frame the junction.

A set-back, predominantly continuous frontage onto the B487 will mark the transition from semi-rural to an urban

condition, encourage lower vehicle speeds, overlook pedestrian and cycle routes, and define the entrance to Hemel Hempstead

At the eastern junction, along the north and southern arms of the STC, a short gateway frontage combined with views across the Community and Country parks will draw visitors into both the North and East Hemel sites.

Access and parking fronting onto the B487 will be minimised and screened when required, in order to prioritise the landscape setting and reduce visual impact onto the road.

Buildings fronting the B487 will be designed using complementary colours, material palettes and massing to ensure a coherent scale and character across both sites while responding to their respective landscape settings.



Marking the transition from countryside to urban | Trumpington, Cambridge



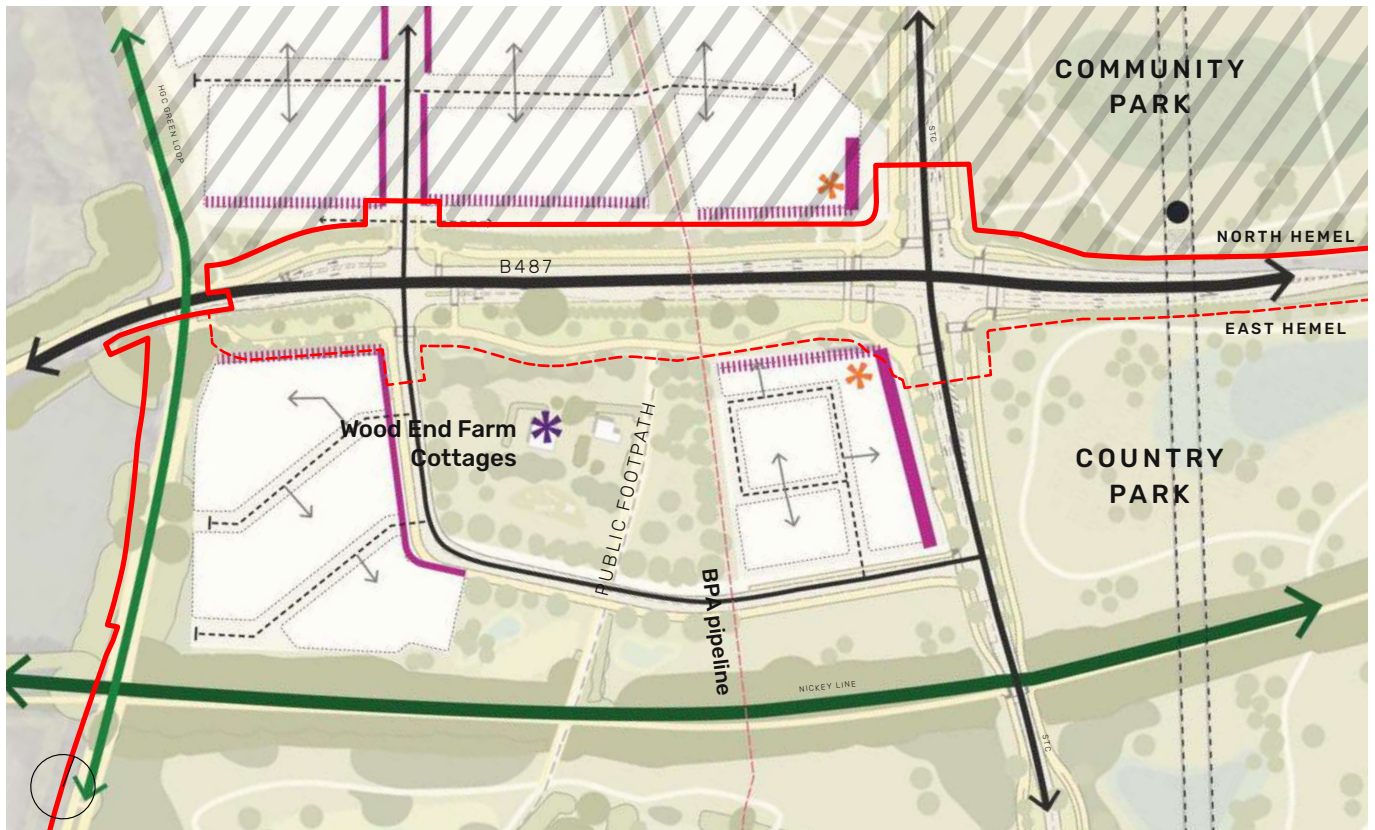
Marking the transition from countryside to urban | Trumpington, Cambridge



3-4 storey massing framing a new major junction | Darwin Green, Cambridge



3-4 storey massing framing a new junction | Alconbury Weald, Cambridgeshire



**Fig 08.13** Urban form and frontages



Setback residential frontage with filtered views | Fairlinch Close, Winchester

- 
- Application boundary
- 
- Area subject to full details submitted and area of overlap with North Hemel Application
- 
- North Hemel proposals outside of Application boundary
- 
- Potential gateway buildings
- 
- Urban frontages
- 
- Setback frontages
- 
- Strategic pedestrian-cyclist routes
- 
- Primary and secondary streets
- 
- Tertiary / access streets
- 
- Plot access

08.2.4

## Movement

### Overall Approach

The need for a revised road layout and junctions in this location is to provide access to both East and North Hemel sites, and to connect the STC across the B487 to deliver a continuous and strategic connection throughout the entire Hemel Garden Communities (HGC) Growth Area, as defined in the HGC Framework. The access strategy has been designed to balance active and sustainable travel with the needs of vehicles. Walking, cycling and public transport connections are prioritised and integrated with new junctions, while ensuring safe and efficient vehicle movement along the B487 and adjoining routes.

### Pedestrian and Cyclists

Along the B487, a shared footpath and cycleway will be introduced on both sides of the road, west of the easternmost new junction.

South of the B487, the cycleway will be set back from the carriageway by existing planting to the south—in order to protect existing feature trees and hedgerows and their RPAs—and by new landscaping to the north.

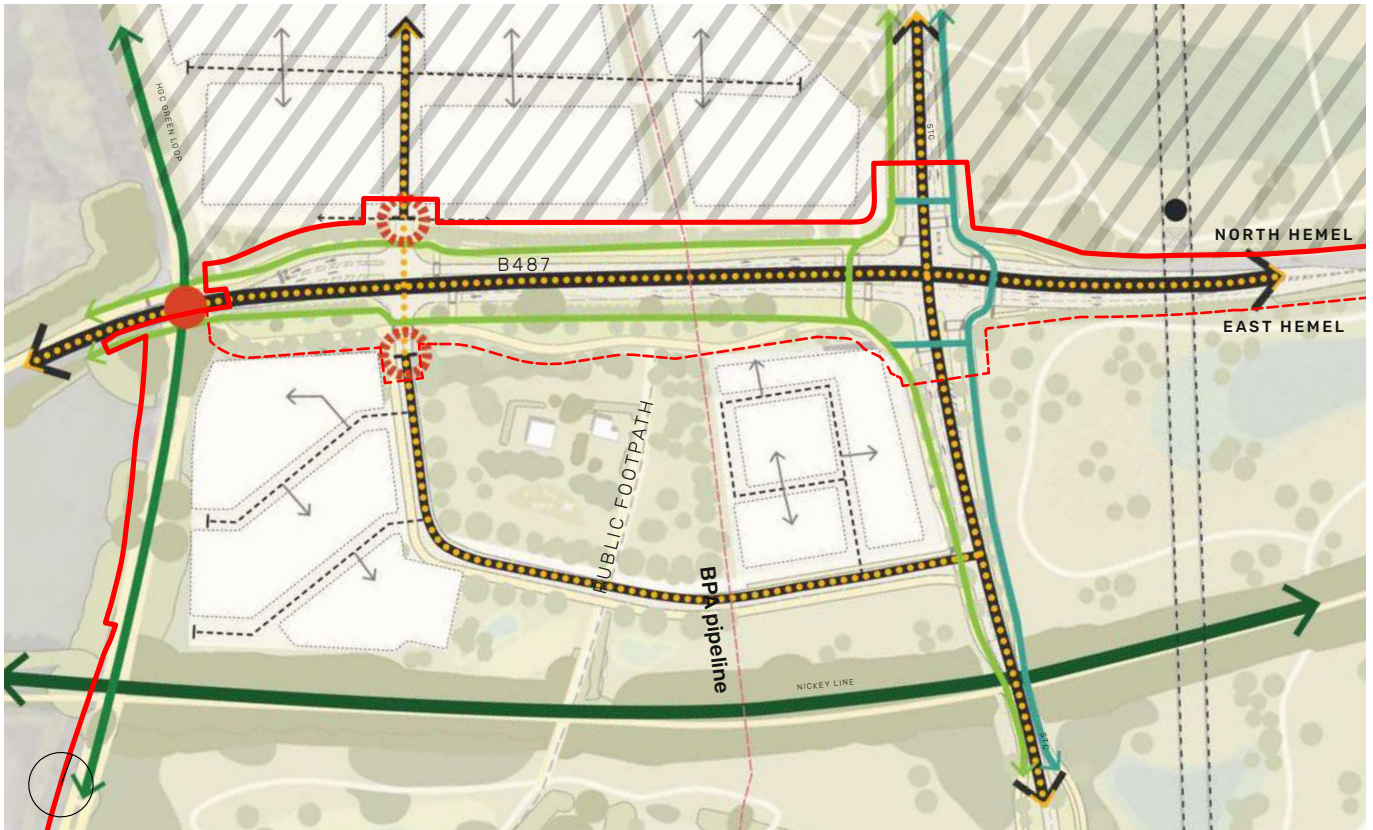
A pegasus crossing of the B487 providing a connection to the HGC Green Loop between Holtsmere End Lane and Cherry Tree Lane will be provided as part of a suite of off-site improvements.

Additional pedestrian crossings will be introduced on the eastern and western sides of the easternmost new junction, and on the eastern side of the bus-only junction.

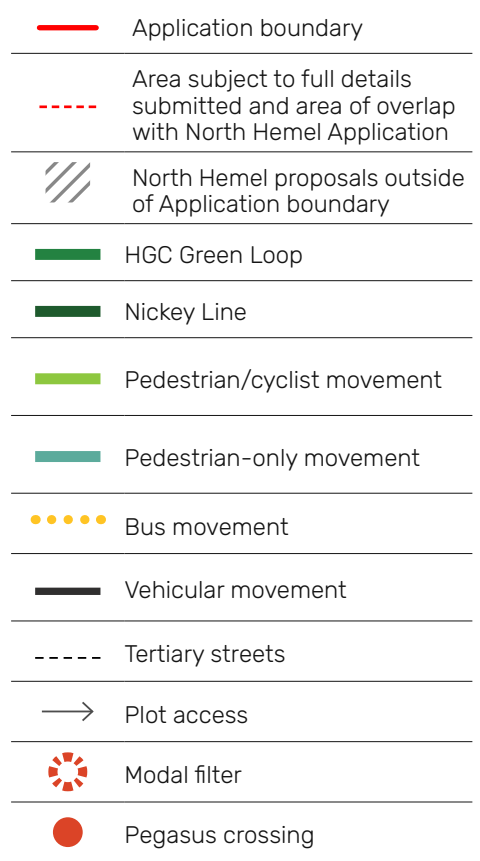
A continuous cycle crossing over the B487 will be provided on the western side of the junction.

### Bus

A bus-only junction will be introduced onto the B487 between the new primary junction and the Green Loop. This will provide bus-only access to and from the B487 Redbourn from both sites to prioritise public transport movement in this strategic location.



**Fig 08.5** Access and movement



## 08.2.5

# Detailed Highways Proposal

The proposed highways layout on the B487 has been designed in alignment with the landscape, built form and movement principles described above. Its core function is to:


- Provide access into East and North Hemel north and south of the B487
- Introduce walking and cycling connections across and along the B487
- Introduce bus priority at the junction

The proposed scheme involves the introduction of two new junctions: The proposed scheme includes:

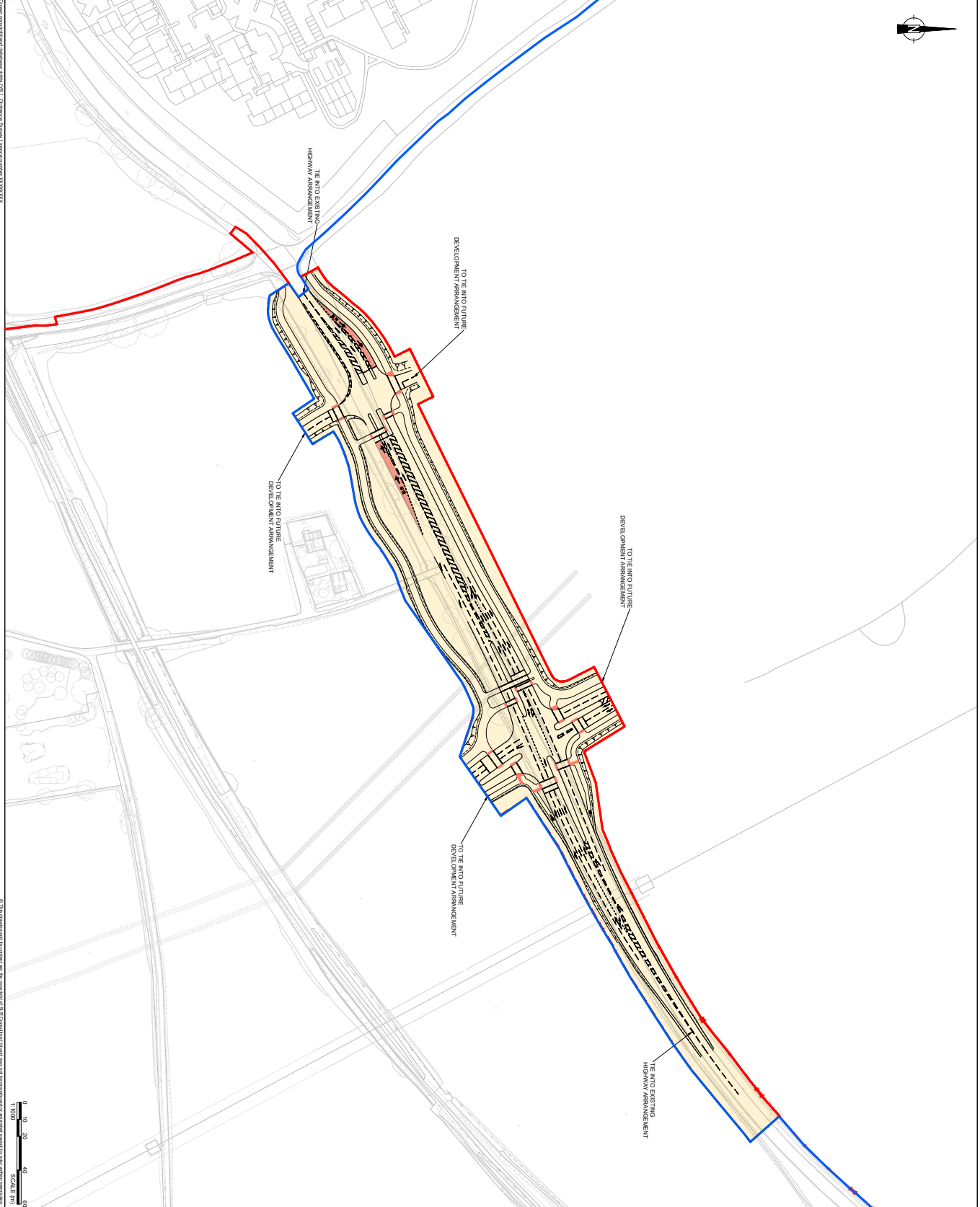
- A signalised junction providing access for all modes into both North and East Hemel sites (easternmost)
- A signalised junction providing bus-only access into North and East Hemel (westernmost)
- Three new pedestrian crossing points across the B487: one at the western bus priority junction and two at the easternmost junction
- A new continuous cycle crossing point on the western side of the easternmost junction
- New shared pedestrian-cyclist paths on both north and south of the B487 facilitating onward travel into Hemel Hempstead from the two sites
- Retention of mature feature trees and hedgerows on the southern side of the B487 as much as is feasible
- Lane realignment as well as additional lanes, including dedicated turning lanes to improve flow and reduce conflict points

The design has been developed to integrate with a new pegasus crossing of the B487 between Holsmere End Lane and Cherry Tree Lane in order to connect the HGC Green Loop, which will be delivered as part of the package of off-site improvement works supported by this Application.

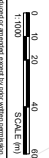
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	East Hemel Application Boundary
	North Hemel Application Boundary
	Area of application overlap and detailed highways proposal

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<p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>1. THE HIGHWAY AUTHORITY IS HERTFORDSHIRE COUNTY COUNCIL EXCEPT FOR THE A11 S&amp;P ROAD WHICH IS THE PROPERTY OF THE NATIONAL HIGHWAYS AND THE HIGHWAY AUTHORITY IS THE NATIONAL HIGHWAYS.</li> <li>2. ANY DEVELOPMENT ON THE SITE MUST BE REPORTED TO THE HIGHWAY AUTHORITY IN ACCORDANCE WITH THE APPROVED CONTRACT ACCORDANCE WITH THE APPROVED CONTRACT HERTFORDSHIRE HIGHWAY DESIGN GUIDE AND HERTFORDSHIRE COUNTY COUNCIL DESIGN SPECIFICATION APPENDICES.</li> </ol>		<p><b>LOCATION PLAN</b></p>												
<p><b>KEY</b></p> <p>— PLANNING REGULATE BOUNDARY</p>														
<p><b>www.slrc consulting.com</b></p> <p><b>*SLR*</b></p> <p>WORK IN PROGRESS</p> <p>S0</p> <p>THE CROWN ESTATE</p> <p>EAST HEHEL, HEMELSTED</p> <p>DETAILED PLANNING - REDBOURN ROAD OPEN ENV PLAN</p> <p>1:1000 @ A1 425/06553/0001</p> <table border="1"> <tr> <td>DATE</td> <td>BY</td> <td>CHKD</td> <td>BY</td> </tr> <tr> <td>02/09/25</td> <td>JB</td> <td>02/09/25</td> <td>AB</td> </tr> <tr> <td>02/09/25</td> <td>NL</td> <td>02/09/25</td> <td>AB</td> </tr> </table> <p>EHK-K-VEC-ZZZ-XXX-K-CR-00082_1 PH</p>			DATE	BY	CHKD	BY	02/09/25	JB	02/09/25	AB	02/09/25	NL	02/09/25	AB
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**PRIOR  
+ PTNRS**



**Gillespies**



**vectos.** | PART OF **SLR**

**THE CROWN  
ESTATE**

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East Hemel