



Quod

Development Specification

North Hemel
Hempstead

DECEMBER 2025

Q100390

Contents

1	Introduction	2
2	The Application	3
3	Development Parameters	7
4	Key Design Principles	10
5	Implementation and Delivery	24

1 Introduction

- 1.1 This Development Specification has been prepared by Quod on behalf of Bloor Homes ('Bloor') and Pigeon (Hemel Hempstead) Ltd ('Pigeon'), who are the joint Applicants ('the Applicant'), to support an outline planning application ('the Application') (all matters reserved save for access from the B487) for residential-led development ('the Proposed Development') at land to the north of the B487 (Hemel Hempstead Road / Redbourn Road) ('the Site').
- 1.2 This Development Specification Statement sets out the elements of the Proposed Development that define the basis of the submitted Application. It describes the Proposed Development and explains the parameters that will guide future Reserved Matters Applications ("RMAs").
- 1.3 The remaining sections of this Development Specification are structured as follows:
 - **Section 2:** The Application: provides a summary of the Application, sets out what matters are for approval and what matters are reserved, and sets out the control documents of the Application;
 - **Section 3:** Development Parameters: explains the parameters that underpin the Proposed Development
 - **Section 4:** Key Design Principles: sets out the Key Design Principles that future reserved matters submissions will substantially conform with.
 - **Section 5:** Implementation and Delivery: sets out the mechanisms for how Proposed Development is likely to be delivered.

2 The Application

2.1 The Description of Development of the Proposed Development is as follows:

“Outline application for residential-led mixed use development comprising up to 1,500 new dwellings (including residential accommodation and specialist accommodation for older people) (Use Class C3), a care home (Use Class C2), a 3FE primary school (including early years provision) (Use Class F1), a local centre, mobility hub, open space, amenity space, allotments, green infrastructure, sustainable drainage systems, vehicular and active travel routes, and supporting infrastructure and works. All matters reserved save for access from the B487.”

2.2 The Application is submitted in outline with all matters reserved save for access from the B487 to provide the necessary flexibility for the detailed design of the scheme at a later date. All of the matters set out below are reserved for later approval¹:

- Access – as noted above, access details from the B487 are submitted for formal approval as part of this Application, with all other access points indicative.
- Appearance
- Landscaping
- Layout
- Scale

Application Documents

2.3 This Application includes a range of planning, design and technical documents, some of which are being submitted for approval and others of which are being submitted in support for contextual information and illustrative purposes. A full list of submitted application documents can be found in the supporting Planning Statement and Cover Letter.

2.4 The documents and plans that are being submitted for approval, referred to as the “Control Documents”, are set out in Table 2.1.

Table 2.1: The Application Control Documents

Document/Plan Title	Consultant	Reference/Date
Development Specification	Quod	November 2025
Site Location Plan	Mosaic	1117_001_E
Land Use and Green Infrastructure Parameter Plan	Mosaic	1117_006_G
Access and Movement Parameter Plan	Mosaic	1117_007_G

¹ In accordance with Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 ("DMPO")

Redbourn Road Overview Plan	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.1 Rev P01 02 September 2025
Redbourn Road Key Plan	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.2 Rev P01 14 October 2025
Redbourn Road General Arrangement Plan Sheet 1	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.3 Rev P01 14 October 2025
Redbourn Road General Arrangement Plan Sheet 2	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.4 Rev P01 14 October 2025
Redbourn Road Geometry Plan Sheet 1	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.5 Rev P01 14 October 2025
Redbourn Road Geometry Plan Sheet 2	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.6 Rev P01 14 October 2025
Redbourn Road Vehicle Tracking Plan Sheet 1	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.7 Rev P01 14 October 2025
Redbourn Road Vehicle Tracking Plan Sheet 2	SLR	NHUK_VEC_ZZZ_XXX_SK_CR_00082.8 Rev P01 14 October 2025
Redbourn Road Vehicle Tracking Plan Sheet 3	SLR	NHUK-VEC_ZZZ-XXX-SK-CR-00082.9 Rev P01 14 October 2025
Redbourn Road Visibility Plan Sheet 1	SLR	NHUK-VEC-ZZZ-XXX-SK-CR00082.10 Rev P01 14 October 2025
Redbourn Road Visibility Plan Sheet 2	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.11 Rev P01 14 October 2025
Redbourn Road Long Section Location Plan	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.12 Rev P01 14 October 2025

Redbourn Road Long Section Plan Sheet 1	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.13 Rev P01 14 October 2025
Redbourn Road Long Section Plan Sheet 2	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.14 Rev P01 14 October 2025
Redbourn Road Long Section Plan Sheet 3	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.15 Rev P01 14 October 2025
Redbourn Road Typical Cross Section Plan Sheet 1	SLR	EHUK-VEC-ZZZ-XXX-SK-CR-00082.16 Rev P01 14 October 2025
Redbourn Road Typical Cross Section Plan Sheet 3	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.17 Rev P01 14 October 2025
Redbourn Road Highway Boundary Plan	SLR	NHUK-VEC-ZZZ-XXX-SK-CR-00082.18 Rev P01 14 October 2025

- 2.5 Future RMAs submissions shall substantially conform with these plans and documents for approval and these Control Documents will be secured through planning conditions. The role of these plans and documents is explained in further detail below.

Development Specification (including Key Design Principles)

- 2.6 The primary purpose of this Development Specification Document is to define and describe the principle components of the Application, as well as the parameters that will guide future RMAs.
- 2.7 This Development Specification Document also includes Key Design Principles in Section 4. The Key Design Principles establish site-wide principles and character areas. They cover design matters such as massing, land uses, public realm and landscaping, access and movement. They will inform and guide the appearance of the Proposed Development, and future RMAs will substantially conform with these principles.
- 2.8 In accordance with the National Model Design Code it is intended that the Key Design Principles will be applied flexibly according to local circumstances with scope for flexible application to allow for innovation. RMAs may depart from the Key Design Principles if such departure would not give rise to new or materially different significant environmental impacts than those identified in the Environmental Statement submitted with this outline planning application.

- 2.9 Where the RMAs do not substantially conform with Key Design Principles, then reasons for the deviation will be set out within the RMA submission.

Land Use and Green Infrastructure Parameter Plan

- 2.10 This parameter plan defines the extent of the development area, with built development predominately located within the northern, southern, and western areas of the Site. The local centre and primary school are proposed within the mid-western area of the Site and sports pitches within the south eastern area of the Site.
- 2.11 The parameter plan also shows the extent of green infrastructure across the Site that frames and connects the built development. Green infrastructure includes provision of Suitable Alternative Natural Greenspace (SANG), play facilities, drainage, open space, allotments, sports pitches, strategic structural planting, habitat creation, existing public rights of way, and new recreational routes, grassland, retained vegetation, pedestrian/cycle links, and all necessary infrastructure. The parameter plan shows where existing vegetation is proposed to be retained, with allowances made for limited 'breaks' in existing vegetation (as stated within the note on the parameter plan) to enable elements such as street and connections and infrastructure.

Access and Movement Parameter Plan

- 2.12 The Application is seeking detailed permission for two principal access points along the B487.
- 2.13 Other access points, along with access roads and routes within and through the site are reserved for subsequent determination through RMAs (save for the access points from the B487). Accordingly, the parameter plan identifies access zones which delineate the areas within which detailed access arrangements and access points may be brought forward at the reserved matters stage.
- 2.14 The parameter plan does show the Sustainable Transport Corridor (STC) and two key east-west routes. The reason for this is that the STC will span across the entire HGC development and therefore it is important that the proposed route of the STC is identified on the parameter plan, with limits of deviation to provide flexibility in layout. Two key east-west routes through the Site are shown on this parameter plan as these are existing routes that are being retained.
- 2.15 Existing Public Rights of Way and Bridleways are also shown on this parameter plan outside of the application boundary for context only to show the sites wider connectivity.

Means of access detailed drawings

- 2.16 These drawings show the detail design of the western and eastern access points from the B487. The layout of these access points is being applied for in detail.

3 Development Parameters

- 3.1 This section identifies and describes the parameters which future RMAs will substantially confirm with.

Proposed Use and Amount

- 3.2 National planning practice guidance only requires information about the proposed uses, and the amount of development proposed for each use to be defined for outline applications. This enables suitable consideration of an application for outline planning permission².
- 3.3 At the time of submitting the Application, it is not possible to determine exactly how much of the Proposed Development is likely to come forward in which land use. For this reason, the Application provides flexibility as to the uses that could be undertaken on the Site and the floorspaces expressed in Table 3.1 are approximate³. The Parameter Plans identify the areas that would be suitable for this built development.

Table 3.1 – Approximate floorspace

Use	Approximate floorspace GIA ³
Residential (including specialist accommodation for older people) (Use Class C3)	170,000 sqm
Care Home (Use Class C2)	3,850 sqm
3FE Primary School (Use Class F1)	3,500 sqm
Flexible non-residential uses (Class E, Class F1, Use Class F2 and Sui Generis) (Local Centre)	1,500 sqm
Total Approximate Floorspace	178,850 sqm

- 3.4 The overall maximum net developable area for the Application is 45ha, including 37ha of residential (Use Class C3).
- 3.5 Whilst not a land use in its own right, permission is sought for the below quantum of green infrastructure.

Table 3.2 – Green Infrastructure

Green Infrastructure / Open Space	Quantity ³
Sports Provision	3.86 ha
SANG	28.80 ha

² NPPG: Paragraph: 034 Reference ID: 14-034-20140306 Revision date: 06 03 2014

³ otherwise as agreed in the S106 agreement

Multi-functional Green Space (amenity green space, natural and semi-natural green space, parks and gardens, children's play area, allotments)	22.36 ha
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- 6.1 The illustrative masterplan, contained within the Design and Access Statement, demonstrates a way in which the Proposed Development could come forward to deliver up to 1,500 homes, a care home, primary school and local centre and green infrastructure and open space. The illustrative masterplan is not for approval, and is an interpretation of how the Proposed Development could come forward based on the OPA.

Local Centre

- 3.7 The Application does not propose a fixed detailed breakdown of the flexible non-residential uses as this needs to be flexible to respond to market demand. However, the following breakdown provides an indicative split of uses that may come forward within the Local Centre:

- Convenience store = 500 sqm (GIA)
- Other retail = 400 sqm (GIA)
- Community use = 300 sqm (GIA)
- Nursery = 300 sqm (GIA)

- 3.8 The proposed range of uses for the flexible non-residential floorspace is set out below (but not limited to):

- Retail;
- Restaurant and cafes;
- Drinking establishments;
- Office and workspace;
- Hot food takeaways;
- Community and Leisure.

- 3.9 The flexible non-residential floorspace will be located predominantly within the proposed Local Centre.

Indicative Housing mix and tenure

- 10.1 It is important that the Proposed Development delivers a range of unit sizes to meet a broad spectrum of needs across the Proposed Development as a whole. At the time this Application has been submitted, the exact mix of dwellings that might be needed is unknown and the unit mixes for all housing tenures are therefore expressed as ranges within Table 3.3. As reflected in the Description of Development the Application proposes up to 1,500 homes (Use Class C3) in addition to the care home (Use Class C2).

- 11.1 The housing mix will be delivered through RMAs on a phase by phase / zone by zone basis.

- 12.1 It is expected that up to 40% of the residential units will be affordable homes. The affordable housing provision will be secured through the section 106 agreement.

Table 3.3 – Indicative housing mix⁴

Tenue	Unit Type	% by Unit
Private	1 bed	0% - 5%
	2 bed	10% - 20%
	3 bed	40% - 50%
	4 bed	30% - 40%
Intermediate	1 bed	15% - 25%
	2 bed	45% - 55%
	3 bed	25% - 35%
	4 bed	0%
Affordable Rent / Social Rent	1 bed	15% - 25%
	2 bed	25% - 35%
	3 bed	40% - 50%
	4 bed	0% - 10%

⁴ otherwise as agreed in the S106 agreement

4 Key Design Principles

Purpose and Role of Key Design Principles

- 4.1 The Key Design Principles are intended to help inform the preparation of subsequent RMAs. Those submissions are expected to demonstrate substantial conformity with the Key Design Principles. The Key Design Principles are not intended to fix a specific design outcome, but instead define criteria for the subsequent design stages.
- 4.2 As set out within the Design and Access Statement, a 'character area' approach has been adopted to ensure proposals respond to local context while being engaging and varied. The character areas are designed to respond to the immediate local context and their position within the masterplan. They contribute to creating a sense of place and a cohesive development that is visually and functionally integrated with its surroundings.
- 4.3 The Key Design Principles have been divided into site wide principles that are applicable to the site, and Character Area Key Design Principles which are specific to each Character Area.

Site Wide Key Design Principles

Table 4.1 – Site Wide Key Design Principles

Ref	Site Wide Key Design Principles
DP1	Built Development
DP1.1	Block Structure - The development layout should promote positive building frontages, provide defensible space for dwellings, clearly separate private and public areas, and minimise blank facades facing streets and public spaces.
DP1.2	Tenure design - The development maintains consistent design, layout, architectural style, and amenity standards across all housing tenures.
DP1.3	Building design - All buildings should be well-designed, reflect their masterplan location and local vernacular, include distinctive landmark features, be sustainable and inclusive.
DP1.4	Apartment design - Communal spaces must match the quality and protection of dwelling houses, and residents should have access to small, secure, and well-landscaped car parking
DP1.5	Permeability - Streets, routes, and pathways should follow desire lines, provide clear access to key destinations, and be designed for safety, inclusivity, and natural surveillance with appropriate lighting.
DP1.6	Public realm - The public realm should feature a cohesive, suitable material palette, support the street hierarchy, ensure accessibility and inclusivity, encourage social interaction and leisure, and prioritise safety, walking, and cycling.
DP1.7	Character Area Transitions - Character areas will be designed to blend seamlessly at their boundaries, ensuring a gradual transition in building form, materials, scale, and landscape character. These interfaces should avoid abrupt changes or contrasts, instead using consistent design elements, such

	as street trees, materials, roofscape rhythm, or boundary treatments, to create continuity. This approach will guide subsequent RMAs, ensuring that the distinct identity of each area contributes to a cohesive and unified overall character.
DP1.8	Built form within areas identified as green infrastructure on the Land Use and Green Infrastructure Parameter Plan - ancillary buildings required to serve the areas of landscape and utilities strategy - such as wildlife huts, pavilions, substations – alongside public realm elements - such as lighting and play structures - will be permitted within areas of open space.
DP2	Green Infrastructure, Ecology and Blue Infrastructure
DP2.1	Existing Vegetation - Mature trees and hedgerows that are to be retained should be located within dedicated areas/corridors of green space to a) protect these features; b) to ensure that they have sufficient space in which to thrive; and c) to allow for new tree, hedgerow planting and grassland habitats. Where retained vegetation lies within or close to the built development, new buildings and built surfaces should be designed to ensure a suitable 'offset', which should take into account root protection areas. Existing hedgerows should not The long-term management of these features will accord with the measures contained within the Landscape & Ecological Management Plan (LEMP)
DP2.2	Green spaces – These should be attractive, enduring and multifunctional in their design, so that they provide benefits for landscape character, biodiversity, recreation, health and well-being, and adaption to climate changes.
DP2.3	Habitat Creation – New woodland, woodland edge/scrub, copses, trees, and hedgerows should be designed with a biodiversity focus and should include the use of native species that are common to the local landscape. New grassland habitats should be designed to allow for biodiversity and recreation and include species rich grassland, meadows, wet grassland and amenity grassland.
DP2.4	Drainage Features - Whilst providing a drainage function in terms of overall capacity the use of basins and swales should be naturalistic in their design shape and form, and allow for a mix of wet tolerant grassland habitats, reeds and rushes (if designed to be permanently wet) and associated tree and shrub planting.
DP2.5	Street trees - The built development should include the provision of street which will help define key routes and public spaces and provide visual interest Street trees should be hardy, resilient and able to tolerate urban conditions. There should sufficient space to allow for trees to establish and mature. Long term tree growth should be considered taking into account relationships with highways, surfaces, homes and buildings.
DP2.6	Detailed Design- Landscape proposals as part of future RMA's should be prepared and informed by the principles contained within the Application's Design & Access Statement and Green Infrastructure Strategy.
DP2.7	Allotments and orchards - Dedicated space for allotment and orchards will be provided for community food growing as well as encouraging recreational pursuits and social interaction.
DP3	SANG
DP3.1	28.80 hectares of SANG will be delivered on-site, and will function in perpetuity. This will be secured through a S106 agreement.

DP3.2	This SANG is multi-functional and will form part of the proposed Community Park, that covers the eastern part of the site. The SANG should be designed to follow the principles established by Natural England and should be an accessible area of natural green space for informal recreation. The SANG will include several proposed habitats, including meadow grassland, scrub, hedgerows, woodland and trees. An existing small pond is to be retained within the SANG to benefit wildlife. A circular path will be created to deliver a minimum of 2.3km. Several other paths creating linkages and providing shorter route options will also be delivered.
DP3.3	The Proposed Development will be delivered in phases. A site-wide phasing plan will be secured by condition and submitted to SACDC for approval. The phasing plan must identify whether the SANG is to be delivered in phases and, if so, demonstrate how its phased provision corresponds to the phased delivery of dwellings. The detailed design of the SANG will be addressed through subsequent RMAs. The supporting Green Infrastructure Strategy shows how separate 2.3km routes could be delivered to the north and south of Little Revel End Lane if the SANG follows a phased approach.
DP3.4	A car park with cycle parking will be provided in the south-west corner of the SANG, adjacent to the proposed sports pitches. The car park will be shared with the users of the sports pitches.
DP4	Transport, Parking and Connectivity
DP4.1	The level of car parking will seek to strike a suitable balance between encouraging the uptake of sustainable modes of travel as well as meeting residents' needs, whilst not resulting in excessive over-spill parking occurring. The exact parking details will be determined as part of reserved matters, informed by land use and quantum. The following standards, as set out within SACDC's Cycle and Car Parking Guidance and Standards for New Developments (Appendix 1 of SACDC Draft Local Plan), will be used as a baseline for the residential parking provision: • 1-bedroom dwellings (including studios): 1.5 spaces (either 1.5 unallocated, or 1 allocated and 0.5 unallocated) • 2-bedroom dwellings: either 2 spaces (either 2 unallocated or 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated) • 3+ bedroom dwellings: 2.5 spaces (2 allocated and 0.5 unallocated)
DP4.2	An appropriate level of cycle parking will be provided for the development uses. Each dwelling will be provided access to secure cycle parking. Short-stay parking will be delivered at key destinations, including the local centre and mobility hub. In these areas, a mix of cycle parking spaces/stands will be provided.

	Each RMA will set out how cycle parking has been considered in relation to this principle.
DP4.3	The STC will form the central spine road through the site and will be designed to accommodate and prioritise bus movements. General traffic will be permitted to use the STC on entry to the Site from the B487 via the Eastern Junction. The STC will be open to general traffic for delivery within the Local Plan period, however it will be designed to safeguard provision for a potential bus gate in the future, with general traffic displaced onto the adjoining primary roads, which will also be designed to accommodate buses.
DP4.4	The STC will include segregated pedestrian footways on both sides of the carriageway, as well as a segregated cycleway on one side. The footways and cycleway will be off set from the carriageway by generous verges. At grade pedestrian and cycle crossing points will be provided at key interchange points, both at side roads and along key pedestrian and cycle route desire lines.
DP4.5	A network of walking and cycling routes will be provided within the site, which will include connections to the external network from the Site boundary to promote car free movement. Pedestrian and cycle access will be provided along the western boundary onto Holtsmere End Lane that will eventually form part of HGC Green Loop. This is delineated by the access zones on the Access and Movement Parameter Plan. The PRoW (Footpath 11) that runs through the Site in an east west direction will be retained, and connectivity to Footpath 9 will be improved through the delivery of the SANG. To the south, connections onto the cycle and pedestrian routes along the B487 will be provided to connect to the wider network.
DP4.6	The Eastern and Western access junctions have been designed to facilitate active travel connectivity between the Site and East Hemel with signal-controlled pedestrian and cycle crossing provision included at the Eastern Junction and controlled pedestrian crossing provision at the Western Junction. General traffic will access the site at the Eastern Junction where the STC crosses. The Western Junction provides a dedicated bus only access from B487 and between East Hemel.
DP4.7	Future connections to the wider HGC area are safeguarded along the western boundary, with the Parameter Plans including an access zone for a future STC connection. A zone for all modes connection to the north is also safeguarded to facilitate connections and access to parcels north of Holtsmere End Lane.
DP5	Mobility Hub
DP5.1	An Integrated Mobility hub with facilities to encourage and facilitate modes of transport other than the private car will be located close to the Local Centre.
DP5.2	An Integrated Mobility hub may accommodate the following facilities: secure cycle parking including electric bike charging and space for cargo bikes, public transport information and ticketing, space for micromobility, seating and shelter, space for car club vehicles, delivery lockers, pick-up and drop-off bay.
DP6	Local Centre

DP6.1	Non-residential uses will be clustered in the area identified for the Local Centre on the Land Use and Green Infrastructure Parameter Plan. Other locations for such uses will be acceptable in principle where they support the creation of walkable neighbourhoods and do not detract from the vitality of the Local Centre.
DP7	Sports Pitches
DP7.1	The Land Use and Green Infrastructure Parameter Plan identifies a broad location for sports pitch provision in the form of grass pitches and associated changing facilities, and car park, comprising a total area of 3.86ha. The precise sports pitch provision will be determined at RMA stage. Within the identified area, it is anticipated that the following could be accommodated: 1 adult football pitch, 2 youth football pitches, 3 mini-soccer pitches and changing facilities.
DP8	Play space
DP8.1	Dedicated formal equipped play space and informal play space will be delivered for children of all ages (including teenagers) in a phased manner in conjunction with RMAs. Equipped play space should be overlooked and surveyed by nearby properties. The design of play facilities should deliver stimulating and challenging play experiences. The precise quantum of play space to be delivered in each RMA will be related to the number of dwellings and the unit size mix of that RMA. An explanation of the relationship between play space and dwellings will be set out in relevant RMAs
DP8.2	Play space will be delivered within reasonable walking distances from family dwellings, taking into account age and ability.
DP9	Education Provision
DP9.1	The 3FE primary school (including early years provision) will be delivered in the location indicated on the Land Use and Green Infrastructure Parameter Plan and/or in accordance with an agreement made between the Applicant and the Local Education Authority
DP10	Flood Risk and Drainage
DP10.1	The Site is not at risk of flooding from fluvial (river) sources. Hydraulic modelling has been undertaken to identify risks of surface water flooding which is present at the Site due to topography in 'valley' areas. The Development will incorporate surface water flood risk mitigation measures to reduce the risk of flooding to the proposed 'more vulnerable' development parcels and allow safe access via the proposed on-site road network.
DP10.2	Surface water - surface water mitigation measures will be developed further at detailed design stage but will include: i. Proposed levels of residential development; ii. Proposed access roads through the scheme and associated culverts where flow paths are crossed; iii. A lowered channel where the existing flow pathway runs through the Site; and

	iv. A lowered area to the east of the STC to provide storage and conveyance during flood events. It will be necessary for the RMAs to demonstrate that surface water flood risk are appropriately mitigated, notably to facility the crossing of the flow pathways.
DP10.3	All development parcels will seek to meet “<i>Priority 2: infiltrated to ground</i>” where possible and as close to the parcel as possible. This will be met by a combination of: i. Local soakaways where space allows; ii. Permeable paving (either System A – Total Infiltration or System B – Partial Infiltration) where space allows and end use / adoption permits; iii. Local bio-retention / raingardens in greenspace and alongside roads; iv. Swales, either locally or strategic conveyance swales. These will be designed to allow infiltration where possible; and v. Parcel specific infiltration basins. Where infiltration potential is limited or not possible, the drainage will mirror “<i>Priority 3: discharged to an above ground surface water body</i>” with discharge restricted locally to the 1 in 30 year event with 40% climate change. The restricted discharge is to then be conveyed to an infiltration feature in areas of greater infiltration potential acting as the “<i>above ground surface water body</i>”.
DP10.4	A lowered area within the south east of the Site, to the east of the STC, will be delivered to provide storage and conveyance during flood events.
DP11	Heritage
DP11.1	A green buffer and SANG are proposed along the eastern Site boundary, providing a soft buffer and space to the listed buildings and non-designated heritage asset to the east of the Development.
DP12	Noise
DP12.1	The design of any residential dwellings in close proximity to the B487 will offer good acoustic design to ensure noise levels in garden areas are adequately screened from road traffic noise by the built-form of the development, wherever practically possible. To some extent there may need to be reliance upon acoustic fences for certain garden areas, to ensure the adopted noise criteria levels can be met.
DP13	Lighting
DP13.1	Private lighting design will be sensitive to the surrounding area and its users. It will seek to: i. enable users to proceed safely, helping to alleviate the fear of crime; ii. minimise light spill and glare, to minimise impact on local sensitive receptors (including residents, ecological receptors, the setting of heritage assets, and local road users) and; iii. integrate the Proposed Development into the surrounding area as far as practicable.

	A Lighting Strategy for private lighting will be submitted at RMA stage for each phase.
DP14	Utilities/pipelines
DP14.1	BPA Pipeline – Any excavations (including hand trial holes) within 6m of the pipeline must be approved and supervised by BPA.
DP14.2	NGET electricity line – No residential buildings shall be located beneath, or within the statutory safety clearance envelope of, the high voltage overhead National Grid Energy Transmission line and pylons that run north south near the eastern boundary of the site. General recreational use of land beneath and alongside high voltage overhead lines will be permitted such as sports pitches and community parks. At the reserved matters stage, the details of these uses will be developed in consultation with National Grid.
DP14.2	Any existing utilities will be diverted as required following consultation with the relevant statutory undertakers. Proposals to divert utilities will be contained in a Utilities Statement that will be submitted with a RMA, where appropriate.
DP15	Sustainability
DP15.1	All homes will be compatible with Building Regulations. All homes will seek to comply with Future Homes Standard (FHS) requirements once FHS becomes implemented. Following FHS requirements ensures new buildings meet high standards, use low-carbon heating, and are "zero-carbon ready", meaning that no further work will be needed for them to have zero carbon emissions.
DP16	Phasing
DP16.1	The phased delivery of the Proposed Development should be in a manner that supports placemaking. The phased delivery should be in accordance with a site-wide phasing plan that will be secured via a condition attached to the outline planning permission.
DP17	B487 Corridor
DP17.1	Overall Approach Highway works for the B487 junction are applied for in detail as part of this application and include a bus-only access junction west of a main signalised junction, crossing details and integrated footways and cycleways. Landscape and drainage details will be approved through conditions/Reserved Matters Applications. The highway works will be set within a wider landscape and built form context as part of creating a suitable gateway. Overarching spatial and design principles governing the design of the gateway and B487 corridor include: - A complementary approach to the new edge conditions which will occur along the length of the corridor, such as park frontages, gateway junction, new residential frontages and the frontage to the Listed Wood End Cottages; - A cohesive landscape treatment on both sides of the corridor which will be complementary but not symmetrical, in response to the existing semi-rural landscape character; - Biodiverse planted verges which can incorporate SuDS features such as swales.

	Key Design Principles for specific parts of the corridor are set out below: (i) East of the eastern junction, along the park frontages, landscape will: a) have regard to the semi-rural character of the B487; b) be of a semi-natural quality reflecting the character of the adjacent open spaces and supporting biodiversity along the corridor; c) retain existing boundary hedgerow and trees where possible, with compensatory planting if needed to replicate the existing tree line/hedgerow character; d) where space permits, supplement existing landscape with new tree planting behind hedgerows to reflect the character of the adjacent proposed parks. (ii) At the eastern junction (STC): a) to provide an open and green approach to the existing urban area, feature tree planting will be introduced at key focal points such as on the eastern approach to the junction to mark the entrance to the new neighbourhoods and allow a transition from the semi-rural character further east; b) announce the sense of arrival through choice of tree planting, boundary fencing and appropriate signage; c) include biodiverse meadow planted verges alongside hedges and trees; d) complement the use of street trees along the STC. (iii) West of the eastern junction: a) use of appropriate building forms to mark and frame the junction; b) built development will be set back from the highway to allow for a continuous green frontage comprising existing and new hedges, trees and grass verges; c) supplementary tree planting will be provided within the set-back where space and existing root protection areas permit to filter and soften views of the new built form; d) to the west of the main junction, a shared footpath and cycleway will be provided on the northern and southern side of the B487 to improve connectivity with the existing settlement of Hemel Hempstead. (iv) At the Wood End Cottages frontage (applicable to the southern side of the B487 only): a) the existing set-back from the Wood End Cottages (Listed Buildings which lie outside of the North Hemel Application Site Boundary) will be maintained as part of reinforcing an enhanced continuous green frontage;
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	b) the southern cycle / footpath will run to the south of the existing hedge, within the setback, avoiding retained existing tree root protection areas; c) access to the Cottages from the B487 will be maintained until such time as a new access from the STC is provided.
DP17.2	The proposed network of walking, cycling, and equestrian routes within the site - along with the re-purposing of existing routes as Quietways, will help establish a stronger link between the new and existing neighbourhoods and the wider countryside and enable longer recreational loop routes. The alignment of these routes will take account of wider connectivity and safeguard the opportunity to establish a pedestrian, cycle and equestrian connection from the Community Park south to the adjacent proposed County Park at East Hemel. The feasibility of the connection, and the exact location and design of any connection will be determined Reserved Matters Stage, taking into account the needs of users, location and design of other new or improved crossings along the B487 between the urban area and Redbourn.

Key Design Principles for each Character Area

- 4.4 Figure 4.1 shows a plan of the proposed character areas. Table 4.2 sets out the Key Design Principles for each Character Area.

Figure 4.1 Character Area Plan

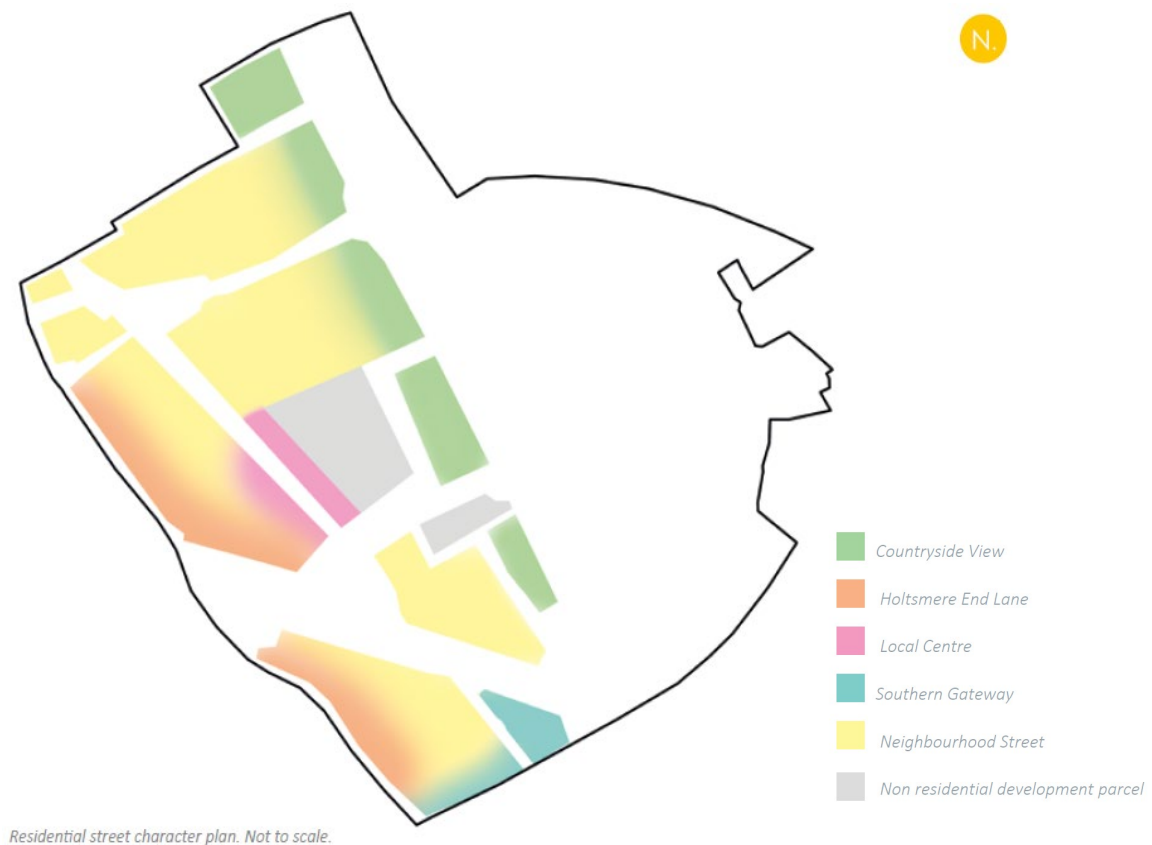


Table 4.2 – Key Design Principles for each Character Area

Ref	Character Area Key Design Principles
CADP1	Character Area: Countryside View
CADP1.1	Building typologies - Predominantly will consist of detached and semi-detached, with some terraced homes and maisonettes.
CADP1.2	Building heights - Predominantly two storey, with some two and a half storey homes.
CADP1.3	Building density - This area will feature the lowest densities, at 30–36 dph, compared with other parts of the application site.
CADP1.4	Building lines - A slightly more informal character is created through comparatively greater spacing between buildings and a staggered building line. However, building alignments generally run parallel to the street.
CADP1.5	Materials and colour - Warm red and red-brown brickwork, complemented by softer detailing such as, timber boarding, flint accents, and dark clay or slate tone roof tiles to reinforce the semi-rural character. Lighter buff or cream brick may be introduced in limited areas for contrast. Render should be used sparingly and limited to small areas, finished in natural off-white or earthy tones.
CADP1.6	Street design - The street design predominantly features single sided streets and shared private drives, with street tree planting wherever feasible.
CADP1.7	Boundary treatments and setbacks - Front gardens will generally be 2–4m in depth, characterised by soft planting and hedge boundaries where possible,

	with low shrub planting used elsewhere to create an integrated landscape edge. Some frontages may also include small trees.
CADP1.8	Parking arrangements - Parking will be primarily located on plot, with discreet street parking for visitors set within the streetscape. Any garages to be recessed slightly behind the building line.
CADP1.9	Planting strategy - Planting will reflect this character area's close relationship with the community park establishing a verdant view for the properties that front onto these features. Where possible, native hedge species will be introduced within the plot frontages to create a harmonious relationship with the adjacent open spaces.
CADP2	Character Area: Holtsmere End Lane
CADP2.1	Building typologies - Predominantly will consist of semi-detached, with some detached and terraced homes and maisonettes.
CADP2.2	Building heights - Buildings will be up to three storeys at key locations, though predominantly two to two and a half storeys.
CADP2.3	Building density - This area will feature low to medium densities compared with other parts of the application site, ranging between 32 and 38 dwellings per hectare.
CADP2.4	Building lines - A slightly more informal character is created through comparatively greater spacing between buildings and a staggered building line. However, building alignments generally run parallel to the street.
CADP2.5	Materials and colour - Warm red and red-brown brickwork, complemented by softer detailing such as, timber boarding, flint accents, and dark clay or slate tone roof tiles to reinforce the semi-rural character. Lighter buff or cream brick may be introduced in limited areas for contrast. Render should be used sparingly and limited to small areas, finished in natural off-white or earthy tones.
CADP2.6	Street design - The street design predominantly features single sided streets and shared private drives, with street tree planting wherever feasible.
CADP2.7	Boundary treatments and setbacks - Front gardens will generally be 2–4m in depth, characterised by soft planting and hedge boundaries where possible, with low shrub planting used elsewhere to create an integrated landscape edge. Some frontages may also include small trees.
CADP2.8	Parking arrangements - Parking will be primarily located on plot, with discreet street parking for visitors set within the streetscape. Any garages to be recessed slightly behind the building line.
CADP2.9	Planting will reflect this character area's close relationship with the Holtsmere End Lane green corridor, creating a semi-rural outlook for new homes. Where possible, native hedge species will be introduced along plot frontages to establish a harmonious relationship with the adjacent open spaces.
CADP3	Character Area: Local Centre
CADP3.1	Building typologies - North side of the STC: Predominantly mixed-use buildings with community-focused uses on the lower floors, with flats above. South side of the STC: A mix of flats, maisonettes, terraced houses, and some semi-detached houses.

CADP3.2	Building heights - Up to three storeys in height, to help create a sense of place as an important location within the placemaking hierarchy.
CADP3.3	Building density - This character area will accommodate the highest densities, ranging from 55 to 75 dph, reflecting its good access to the Sustainable Transport Corridor and social infrastructure.
CADP3.4	Building lines - A formal and consistent building line with some variation. Emphasis on rhythm and repetition to create a strong sense of continuity.
CADP3.5	Materials and colour - A refined brick-led palette will give the Local Centre a civic yet welcoming identity. Warm red and brown bricks will form the base tone, complemented by lighter buff or cream accents to highlight key buildings such as the school and community hub. Subtle detailing and tonal variation will add visual interest, with dark grey or red-brown roof tiles unifying the roofscape. Timber and brick detailing will soften elevations and highlight areas of community use.
CADP3.6	Street design - The STC will feature planted verges, safe crossing points, dedicated pedestrian and cycle paths, and limited parking for loading or disabled access, with occasional shared surfaces and private drives fronting homes.
CADP3.7	Boundary treatments and setbacks - Residential boundaries will generally be shallow (min. 1.2 metres) and formally defined with low brick walls or railings, complemented by simple planting to soften the frontage. Non-residential uses may adopt a more open and public edge, while retaining a formal and urban character consistent with the Local Centre's civic setting.
CADP3.8	Parking arrangements - Parking will be predominantly located to the rear of buildings within small communal courts to maintain active and attractive street frontages. A dedicated area of communal parking will be provided to serve the non-residential uses.
CADP3.9	Planting strategy - The character area will provide a semi-formal planting strategy, featuring managed low hedges and a parkland tree arrangement. The low hedges serve to delineate spaces, provide a sense of enclosure, and contribute to the area's aesthetics. The semi-formal planting approach aims to bring some of the naturalistic character of the wider landscape and community park into the heart of the development.
CADP4	Character Area: Southern Gateway
CADP4.1	Building typologies - Predominantly will consist of semi-detached houses, terraced houses, maisonettes, and some flats, particularly at the junction of the STC.
CADP4.2	Building heights - Building heights of up to three storeys, particularly around the STC, with predominantly 2.5 storeys elsewhere.
CADP4.3	Building density - This area will feature the second-highest density, between 38 and 45 dph, marking the entrance to North Hemel Hempstead and creating a new eastern gateway to the town.
CADP4.4	Building lines - A more formal character is featured fronting the B487, incorporating a consistent building line with minimal variation in setbacks and orientation.

CADP4.5	Materials and colour - A brick-led palette will give a distinctive yet complementary character, marking the transition into North Hemel Hempstead. Warm red and brown bricks will form the main tone, with buff or grey accents used to highlight key frontages and corners. Brick detailing and tonal variation will add texture and depth, while dark grey or red-brown roof tiles unify the roofscape. Selective use of timber will add warmth and create a welcoming southern entrance to the neighbourhood.
CADP4.6	Street design - The street design will predominantly feature shared surface streets and private drives overlooked by homes, with a planted landscape corridor beyond that filters views to and from the B487. This approach will create a transitional streetscape, softening the shift from semi-rural landscape to town and shaping the sense of arrival from the east. Proposed improvements to the B487, including a cycleway and pedestrian paths, will enhance connectivity and support active travel.
CADP4.7	Boundary treatments and setbacks - Where fronting the B487, setbacks will generally be consistent in depth, between 2 and 3 metres, and defined by soft planting and hedged boundaries wherever possible.
CADP4.8	Parking arrangements - Parking will be primarily located on-plot, with some spaces provided within small, well-overlooked communal courts. Discreet visitor parking will be integrated within the streetscape to minimise visual impact, while garages will be recessed slightly behind the building line to maintain active and attractive frontages.
CADP4.9	Planting strategy - The planting strategy will adopt a naturalistic and informal approach, featuring native hedgerows, wildflower verges, and perennial planting to create softness and seasonal interest. Informal groups of trees within landscape corridors, together with street trees of low water demand, will help filter views from the B487 and reinforce the green, transitional character of the southern approach.
CADP5	Character Area: Neighbourhood Street
CADP5.1	Building typologies - Predominantly consisting of semi-detached and terraced homes, with some flats, and maisonettes.
CADP5.2	Building heights - Building heights will predominantly be two to two-and-a-half storeys, with some three-storey units in key locations.
CADP5.3	Building density - Ranging from 38 to 42 dph, this area will feature medium to higher densities compared with other parts of North Hemel Hempstead, with the upper range of the density band located along the Sustainable Transport Corridor.
CADP5.4	Building lines - Some staggered building lines will allow for a variety of building and parking typologies, creating a more informal character along these minor streets. Where homes front the STC building lines will have minimal variation.
CADP5.5	Materials and colour - The area will feature a cohesive brick-led palette that unifies the neighbourhood while allowing subtle variation. Red and brown bricks will predominate, complemented by buff or cream tones to highlight key corners and frontages.

	Brick detailing will add depth and texture, while dark grey or red-brown roof tiles ensure consistency across the roofscape. Occasional timber accents will soften elevations and mark focal points.
CADP5.6	Street design - The street design will predominantly feature shared surface streets within a diverse hierarchy of street types. Where the character area adjoins the Sustainable Transport Corridor (STC), the streetscape will incorporate planted verges, safe crossing points, and dedicated pedestrian and cycle paths, with limited vehicle frontage access. Shared surfaces and private drives fronting homes will be kept to a minimum wherever possible.
CADP5.7	Boundary treatments and setbacks - Where fronting the Sustainable Transport Corridor (STC), residential boundaries will generally be shallow (minimum 1.2 metres) and formally defined with low brick walls or railings, complemented by simple planting to soften the frontage. Elsewhere, streets will include front gardens typically 1.2 to 2 metres deep, characterised by soft planting and, where possible, hedged boundaries to create a greener, more informal residential character.
CADP5.8	Parking arrangements - Where fronting the STC, parking will be predominantly located to the rear of buildings within small communal courts. Elsewhere, parking will be primarily on-plot, to the side of buildings or in short runs to the front, with some spaces provided within small communal courts. Garages will be recessed behind the building line.
CADP5.9	Planting strategy - Outside of the STC the planting strategy will showcase a more informal approach, through naturalistic shrubs, perennial planting, wildflower verges and street trees of low water demand. This approach aims to create an informal planting scheme, complemented by strategically placed street tree planting interspersed throughout the character area.

Departure from Key Design Principles

- 4.5 RMAs may depart from the Key Design Principles if such departure would not give rise to new or materially different significant environmental impacts than those identified in the Environmental Statement submitted with this outline planning application. A departure from the Key Design Principles will also be permitted where this is in agreement with SACDC.
- 4.6 Where the RMAs do not substantially conform with Key Design Principles, then reasons for the deviation should be set out within the RMA submission.

5 Implementation and Delivery

Approach to Subsequent Approvals

- 5.1 The implementation and delivery of the Proposed Development will be controlled through appropriately worded planning conditions and, where required, planning obligations contained within the S106 Legal Agreement. These are expected to relate to the following matters:
- i. Submission of additional details and strategies for approval that were not otherwise available at the time of submission of the Application;
 - ii. Securing mitigation measures necessary to address any impacts arising from the Proposed Development;
 - iii. The delivery of infrastructure at appropriate stages/trigger points; and
 - iv. RMA submissions.
- 5.2 Regarding i) above, some of the additional details and strategies may be submitted at a site wide level and some may be submitted on a phase by phase basis. It is expected that the following strategies will be submitted at a site wide level in advance of, or at the same time of, the submission of the first RMA:
- Site wide Phasing Plan; and
 - Site wide Drainage Strategy.

Phasing

- 5.3 As noted in earlier sections, an Illustrative Phasing Plan has been prepared and submitted as part of this Application. Whilst this remains indicative it demonstrates the intent for scheme delivery via a preferred sequence, including the construction of the Eastern Junction and Western Junction within Phase 1.
- 5.4 The exact sequence and timing of the phases may be subject to variation dependent on market demand and other factors. As it is indicative, the phasing plan does not comprise a controlling document and the application submission and assessment does not rely on this sequence of phasing.

Stewardship

- 5.5 Stewardship is an important element of HGC and North Hemel. HGC is currently preparing a Stewardship & Placemaking SPD, and HGC is expected to launch a public consultation on the document in early 2026.
- 5.6 A standalone Stewardship Statement has been submitted to accompany this outline planning application which sets out the overarching principles of long-term stewardship of community assets and spaces. This Statement will be updated as the outline application progresses through the determination period.