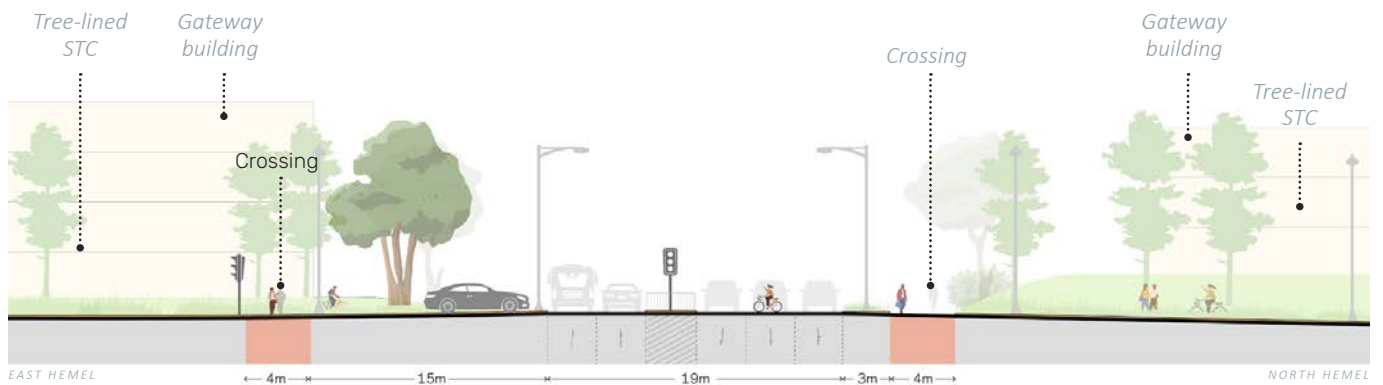
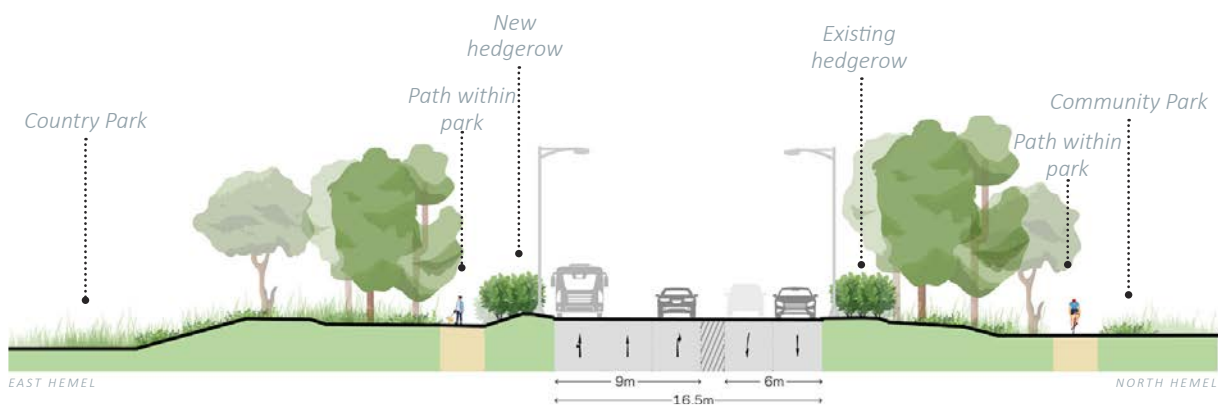
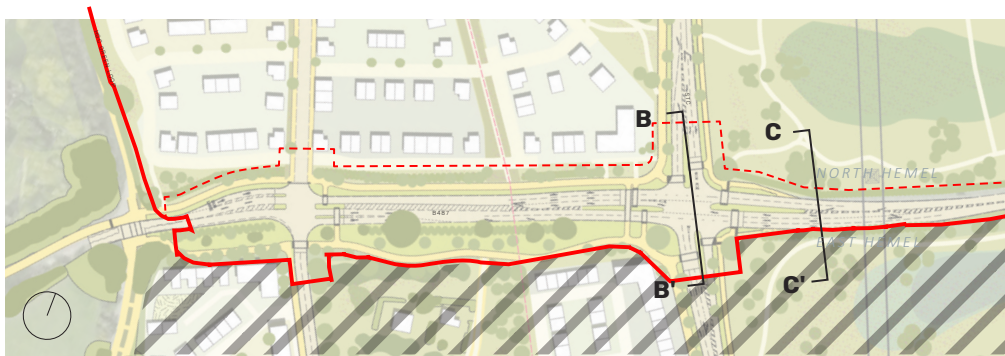




Section B-B looking west at the B487 junction and gateway. Not to scale



Section C-C looking west through the Community and Country Parks. Not to scale

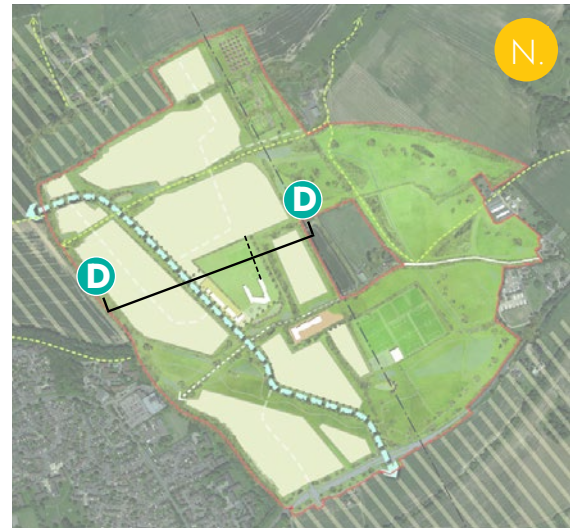


Key for Section B-B and C-C

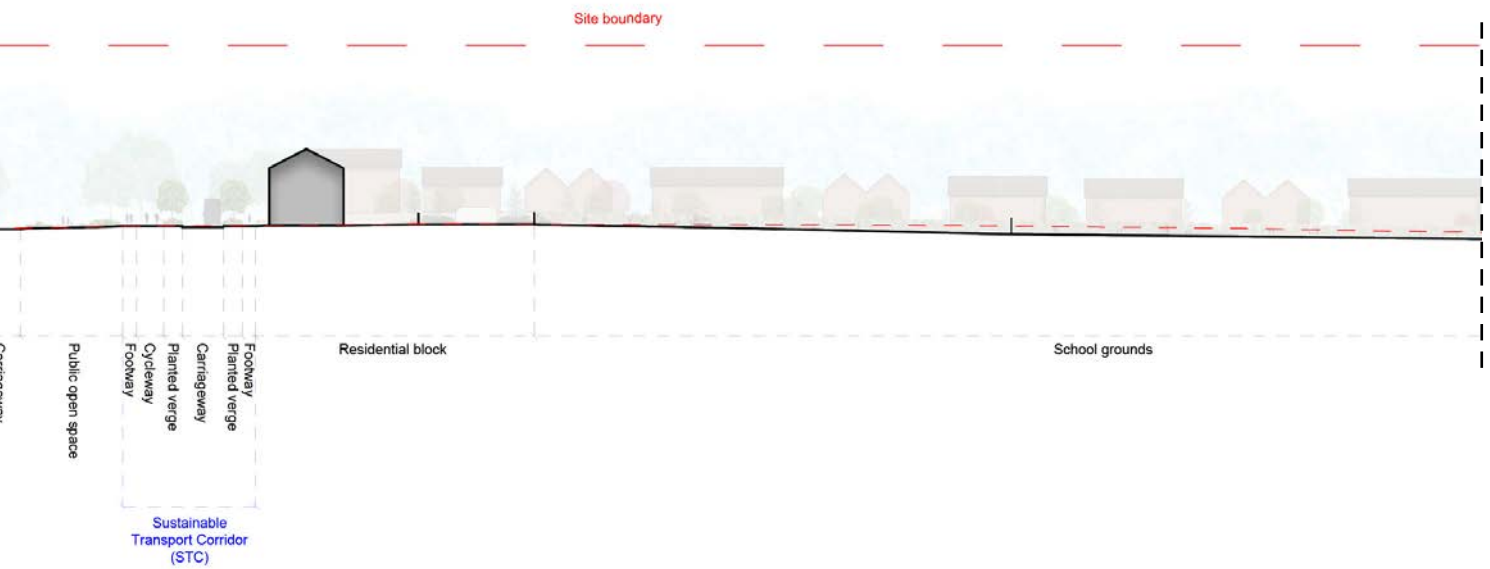
Site Section: D-D



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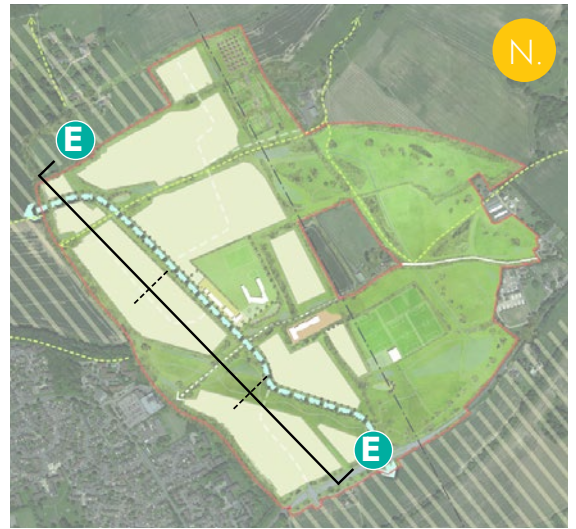
Key site section. Not to scale. Aerial photograph: © Google



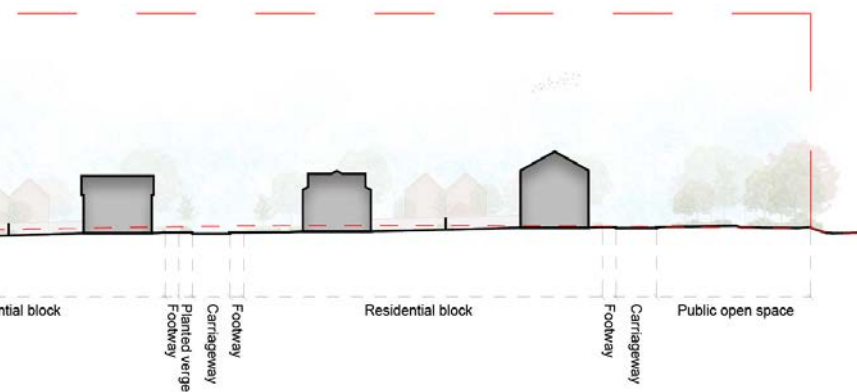
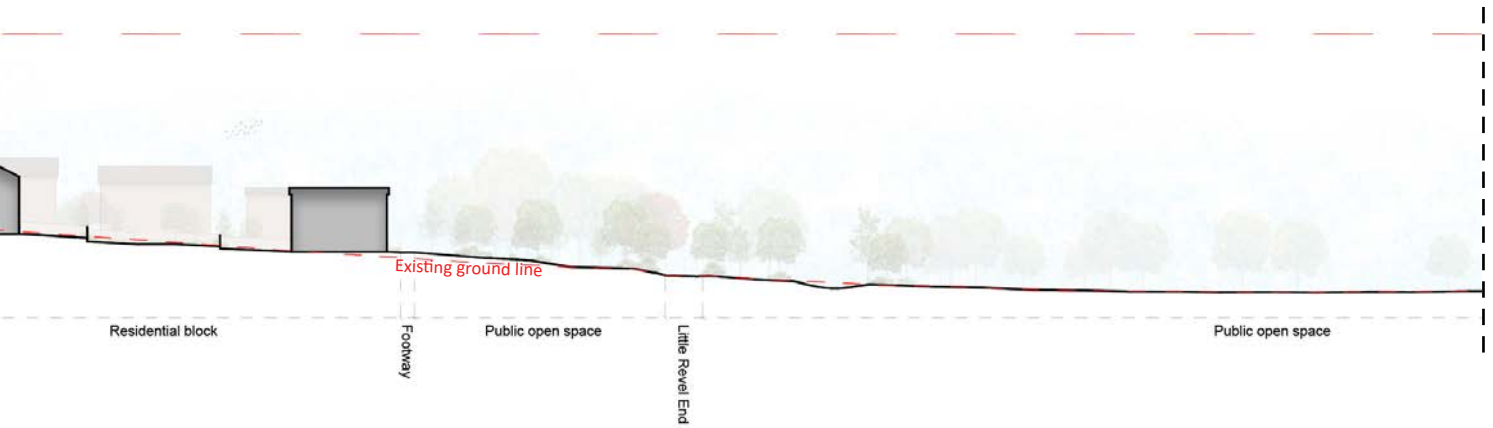
Site Section: E-E



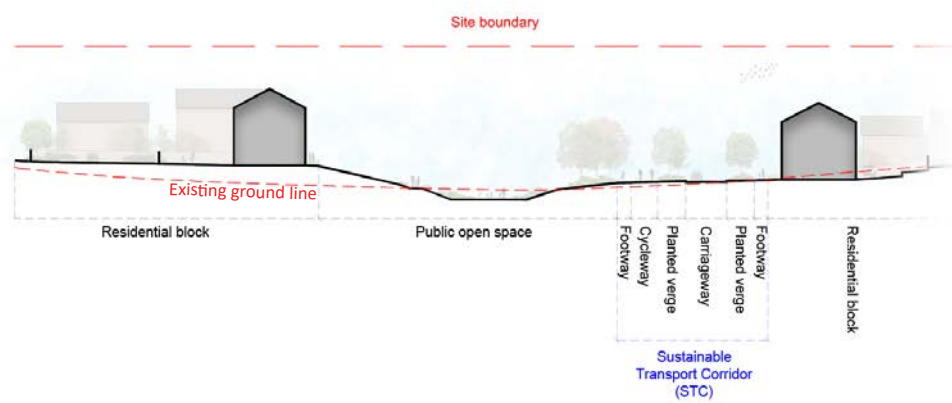
Not to scale



Key site section. Not to scale. Aerial photograph: © Google

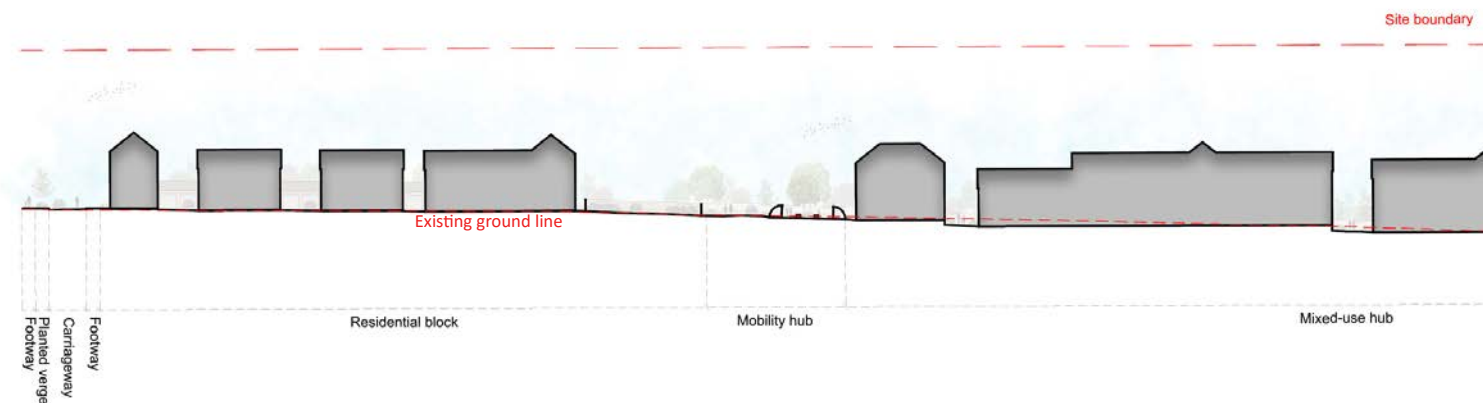


Site Section: F-F



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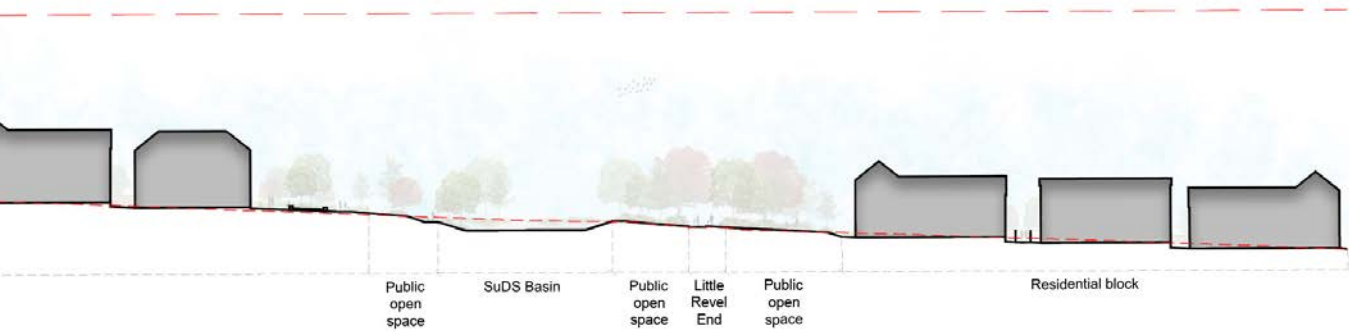
Site Section: G-G



Not to scale



Key site section. Not to scale. Aerial photograph: © Google



LANDSCAPE STRATEGY

Design Approach

The masterplanning approach adopts a 'ground up' landscape led approach, where existing site features, such as the mature tree belt on Holtsmere End Lane, and mature trees and hedges within the site are retained. These features are expanded upon with a network of new landscape habitats (woodland planting, trees, hedges, drainage features, meadow grassland and open space) as part of extensive green and infrastructure (GI) framework.

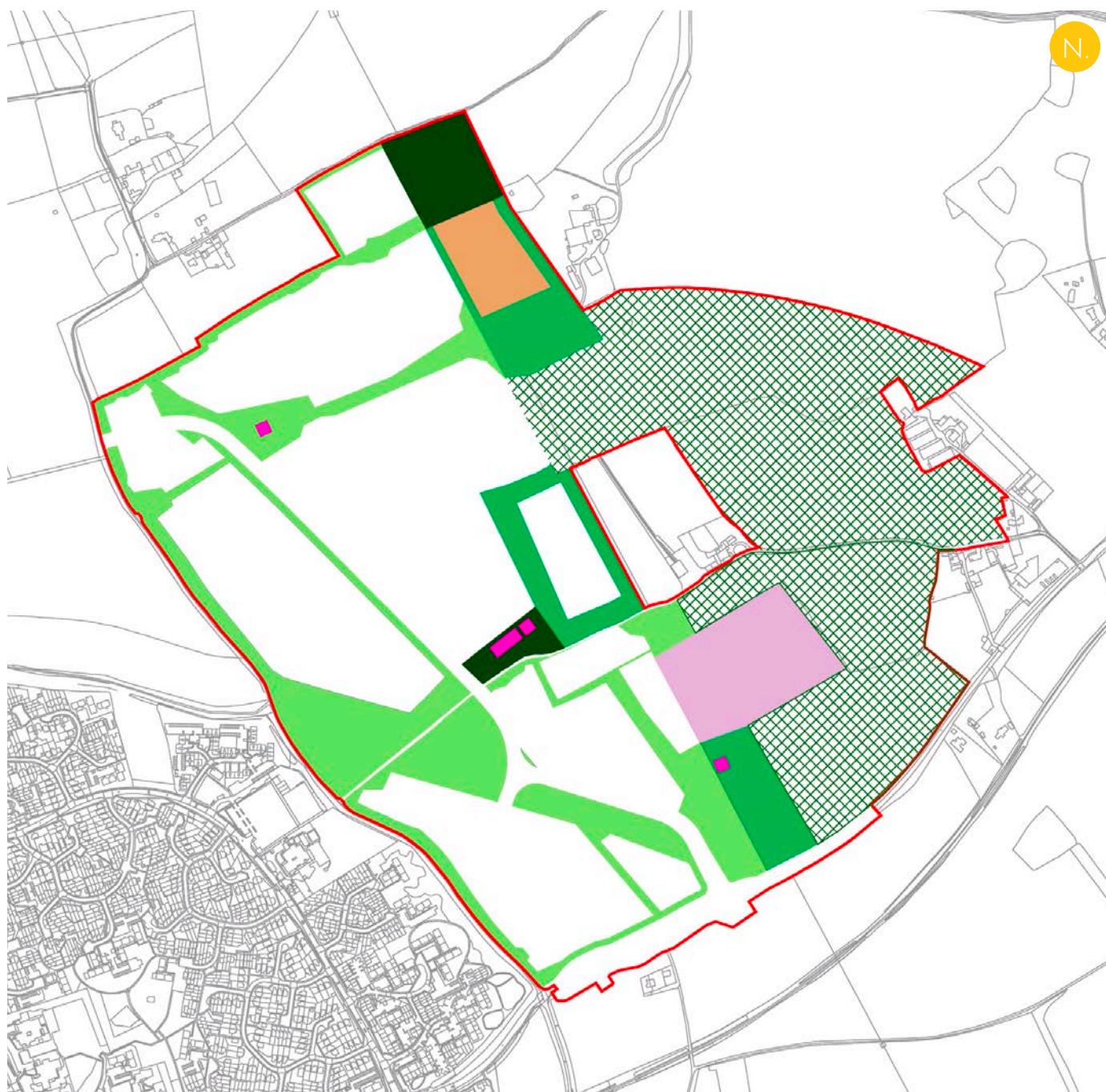
The GI covers around half of the site and includes a Community Park/SANG and Sports Provision. The proposed GI will be designed so that it is interconnected and multi-functional in its design and character. This will provide positive benefits for landscape character, biodiversity, recreation and play, health and well-being, and adaption to climate changes.

Green Infrastructure (GI Strategy)

A Green Infrastructure (GI) Strategy accompanies the application. This explores key guidance, such as the Hemel Garden Communities Green Infrastructure Strategy (2024), and sets out the overarching design principles for the development's GI, which also focuses on specific open space typologies.

The detailed landscape design will be developed through the approval of reserved matters applications and will be informed by the principles contained within the GI Strategy and the DAS, and by the measures set out within the application's Development Specification & Key Principles Document.





Open space typology plan. Not to scale

Open space typology	Required for a 1500 unit target	Net developable area (hectares)
 Amenity green space	5.51	6.28
 Natural and semi-natural green space	12.46	15.19
 Parks and gardens	2.56	2.63
 Allotments	1.62	1.70
 Suitable alternative natural greenspace	28.80	29.07
 Children's play space	0.22	0.22
 Sports pitches	3.86	3.86
Total	55.02	58.95



DRAINAGE STRATEGY

To provide maximum flexibility as the design progresses, the drainage strategy is based on seeking to keep attenuation and water quality treatment close to each parcel. The drawing included shows the current surface water drainage strategy.

All parcels will seek to meet “Priority 2: infiltrated to ground” where possible and as close to the parcel as possible. This will be met by a combination of:

- Local soakaways where space allows;
- Permeable paving (either System A – Total Infiltration or System B – Partial Infiltration) where space allows and end use / adoption permits;
- Local bio-retention / raingardens in greenspace and alongside roads;
- Swales, either locally or strategic conveyance swales. These will be designed to allow infiltration where possible; and
- Parcel specific infiltration basins.

The infiltration rates used are those established by site specific BRE365 tests and vary across the site. The infiltration basin design has been undertaken based on the value nearest the location of the basin.

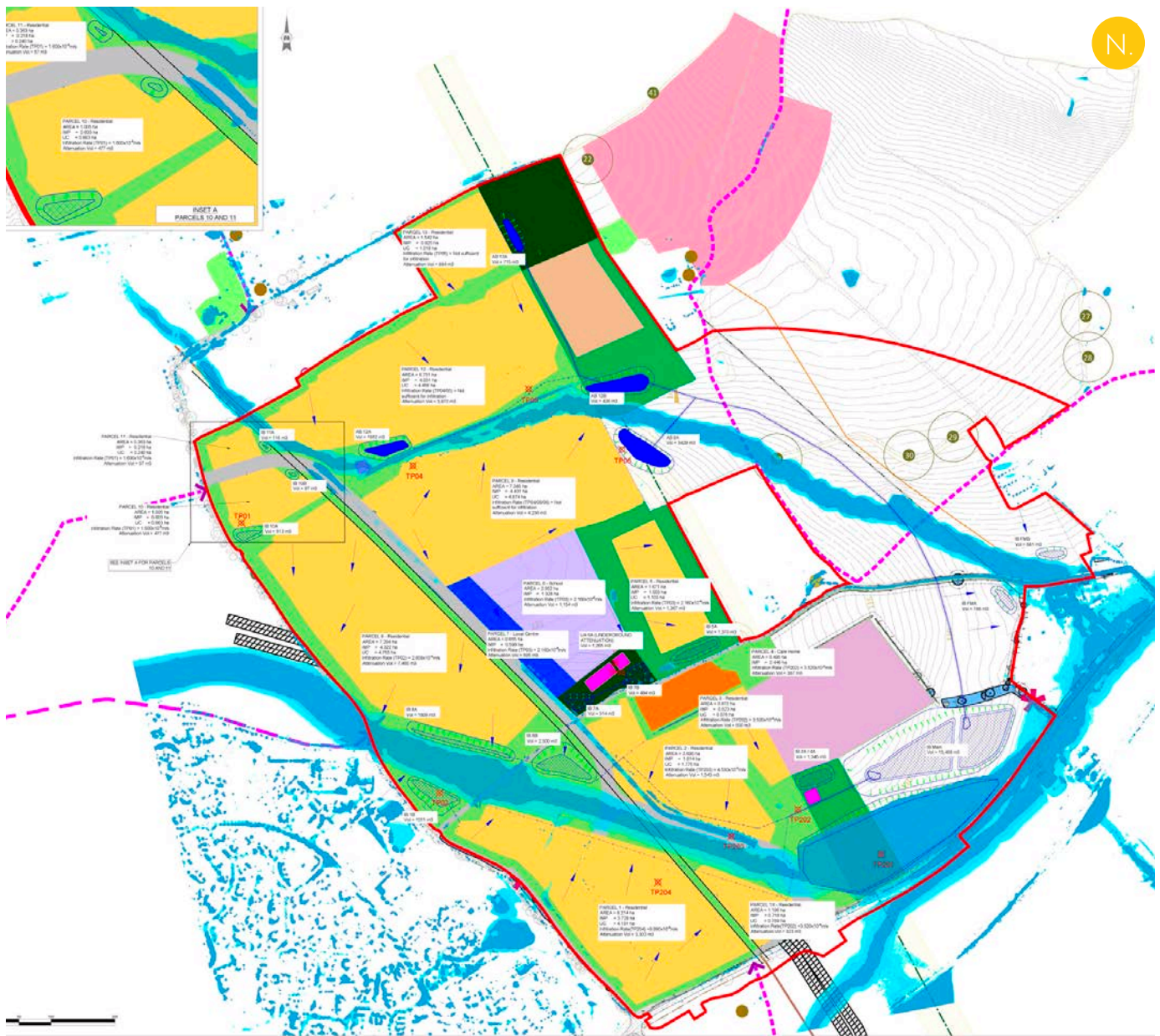
Where infiltration potential is limited or not possible, the drainage will mirror “Priority 3: discharged to an above ground surface water body” with discharge restricted locally to the 1 in 30 year event with 40% climate change. The restricted discharge is to then be conveyed to an infiltration feature in areas of greater infiltration potential acting as the “above ground surface water body”.

By attenuating some of the flow and volume close to the Parcel allows the SuDS treatment train to be employed locally. The conveyance network, generally swales, will be designed to allow further infiltration along these routes.

In these areas, the above SuDS features can still be utilised but will need to be linked to convey the flows to the infiltration areas, mostly located to the south of the development.

The drawing shows the development catchments and how the areas are linked either locally to infiltration or strategically to basins in more favourable areas.

To allow for the new strategic access off Hemel Hempstead Road (and further south into the Hemel East site) additional surface water attenuation is proposed to help control and maintain the existing surface water flow paths that cross the south-east part of the site. This is located separately to the development drainage and is also designed to increase potential infiltration and help reduce off site impacts from the existing flood flows.



Drainage strategy plan. Not to scale



ACCESS AND MOVEMENT

The approach to access and movement at North Hemel Hempstead has been shaped by the site's strategic role within the wider Hemel Garden Communities (HGC) programme and the requirements of Policy H1, which places strong emphasis on sustainable transport, comprehensive connectivity and the creation of well-integrated neighbourhoods.

Vehicular access

Detailed design along B487

The Application is seeking detailed permission for two principal access points along the B487.

- **Eastern Junction** – new junction at the B487 Hemel Hempstead Road. This will be the main access for all modes of transport and will be a shared junction on the STC that connects the Site with Draft Site Allocation H2 (East Hemel Development) to the south. This STC junction has been developed in collaboration with TCE, the access points on the B487 forming the detailed element of this Application.
- **Western Junction** – A second access to the Site off the B487 is provided west of the Eastern Junction for buses, pedestrians and cyclists only.

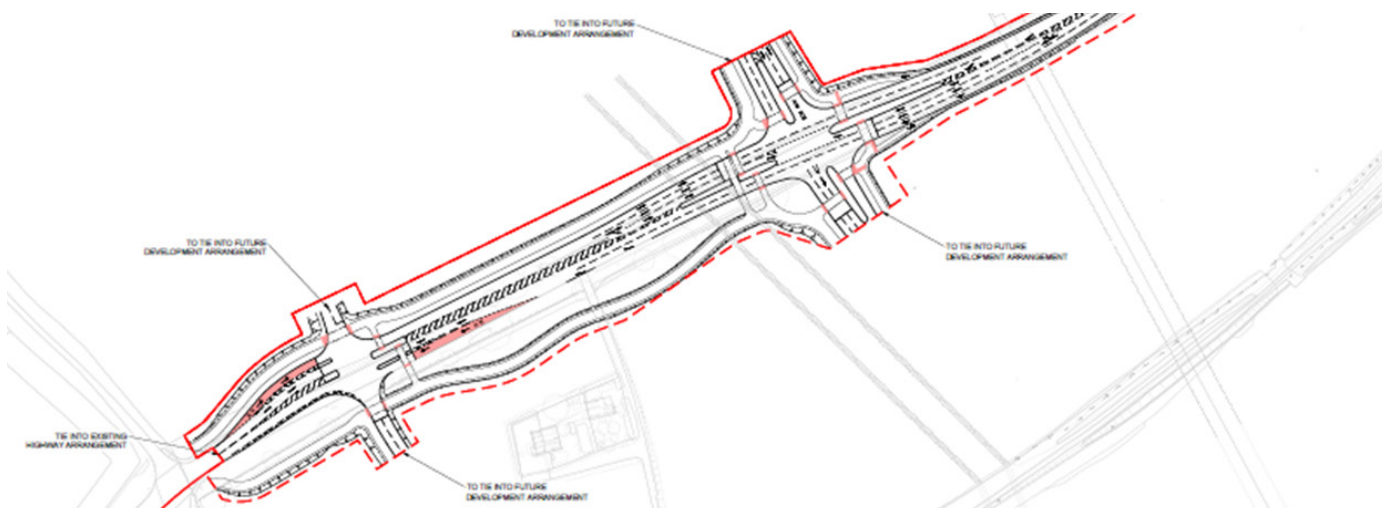
Other proposed access points

The Access and Movement Parameter Plan (shown opposite) shows indicative access points along Holtsmere End Lane, providing connection to land west of the Site and from the north off Holtsmere End Lane for vehicular, pedestrian and cycle access. The details of these access points are indicative, and details will be submitted as part of future reserved matters submissions.

Existing roads

In terms of the treatment of the existing roads within and adjacent to the Site, the following is proposed:

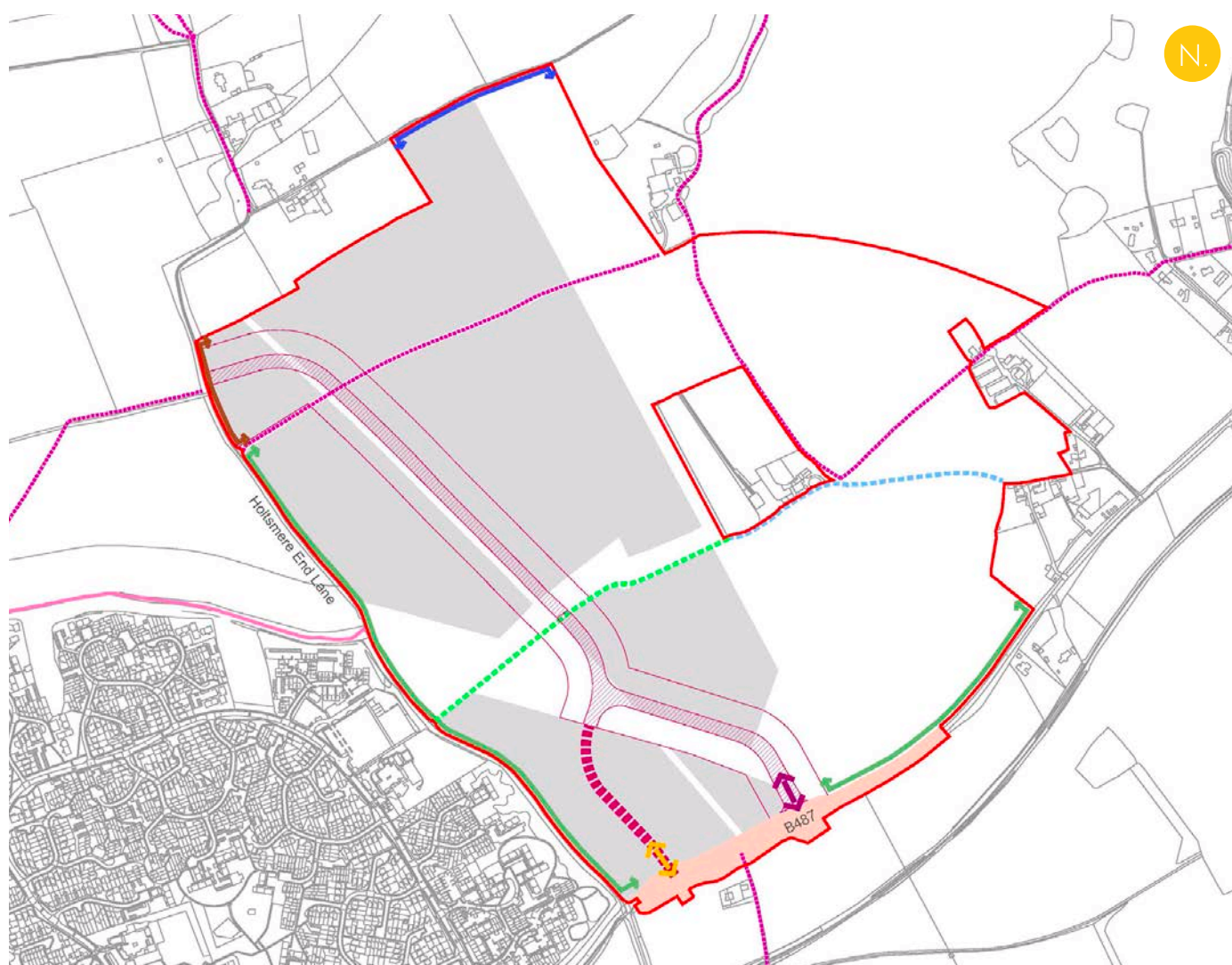
- **Little Revel End Lane** – this currently provides access to Little Revel End Farm and would be closed to vehicular traffic to the west of this existing property. This closure is proposed to enable the movement of pedestrians and cyclists through the Site to be prioritised and to provide an attractive green walking and cycling route that connects the built development to the SANG and beyond. This closure would be subject to a separate Traffic Regulation Order (TRO) .
- **B487 Hemel Hempstead Road** – A speed reduction is proposed from 60 mph to 40 mph on part of this road to cover the extents of the proposed access junctions. The location of the change in speed limit is to be agreed with HCC. This speed reduction would be subject to a TRO.
- **Holtsmere End Lane**- Use of Holtsmere End Lane as a 'Green Loop' is a key proposal within the broader HGC Spatial Vision and would be a new high-quality active travel route (pedestrians and cycles), intended to improve connectivity in the area. The HGC Green Loop would connect new development areas to existing parts of Hemel



Primary vehicular, cycle and pedestrian access point from Redbourn Road. Not to scale

Hempstead and the wider landscape. The proposed HGC Green Loop along Holtsmere End Lane lies outside of the Application Site boundary, but will be delivered by the Development through a S278 Highways Agreement. The road will be retained as public highway, however vehicular use will be restricted at the junction with the B487. The

vehicle restriction would be subject to a TRO. Vehicular access along Holtsmere End Lane to the north of the site will be enabled via a new, alternative route along the STC through the site. This will be restricted for access only. The full details and phasing of the vehicular closure of Holtsmere End Lane is to be agreed with HCC.



Movement parameter plan. Not to scale

- | | | |
|--|--|---|
|  Site boundary |  Access - all modes |  Existing all modes access |
|  Public right of way: Footpath |  Access - bus and pedestrian only |  Proposed Little Revel End pedestrian and cycle route* |
|  Public right of way: Bridleway |  Flexible access - all modes |  B487 road improvements and junction |
|  Sustainable Transport Corridor |  Flexible access - vehicular, pedestrian and cycle access | |
|  Indicative bus route |  Flexible access - pedestrian and cycle access | |

Sustainable transport corridor

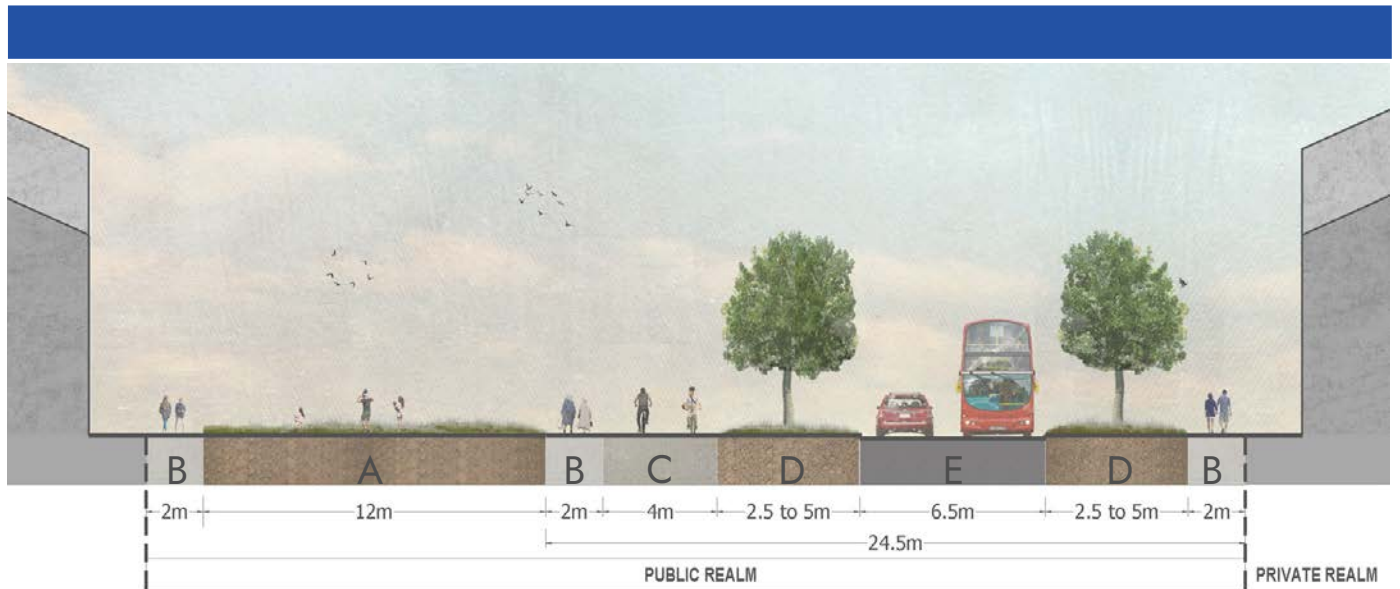
HGC's Spatial Vision includes delivery of a Sustainable Transport Corridor which extends between Leighton Buzzard Road to the west and Breakspear Way (and beyond) to the south. The Access and Movement Parameter Plan shows the STC route with limits of deviation to allow flexibility on its final alignment which is not known at this stage. It shows the STC alignment crossing in a north-south direction, continuing south towards the SADC Draft Site Allocation H2 (East Hemel development) to the south via the Eastern Junction.

The STC will be designed to facilitate efficient bus movement and must be managed to ensure low traffic flow and speed conditions. The STC will include segregated pedestrian and cycle routes alongside the carriageway.

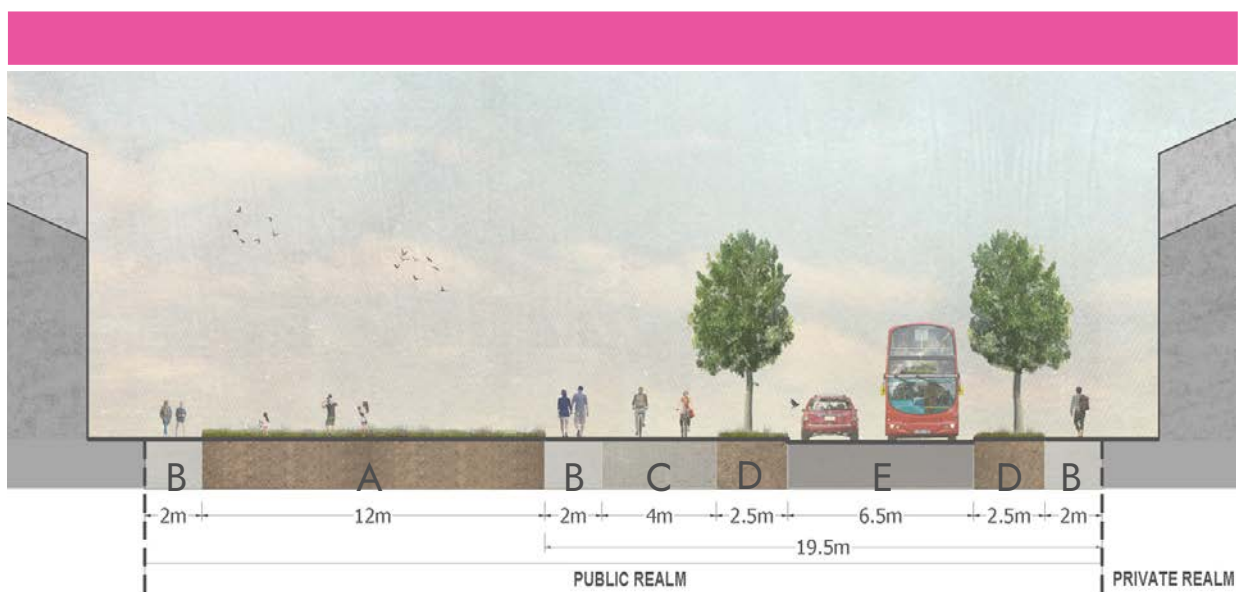
General traffic will be permitted to use the STC on entry to the Site from the B487 Hemel Hempstead Road. The STC will be open to general traffic for delivery within the Local Plan period, however it will be designed to safeguard provision for a potential bus gate in the future, with general traffic displaced onto the adjoining primary roads, which will also be designed to accommodate buses. Indicative sections exploring how landscape, pedestrian and cycle facilities may be incorporated into the STC are shown on the opposite page.

The STC will be delivered within the Site and connect all key facilities within the Development to the main residential internal road accesses as well as the Site access / egress points.

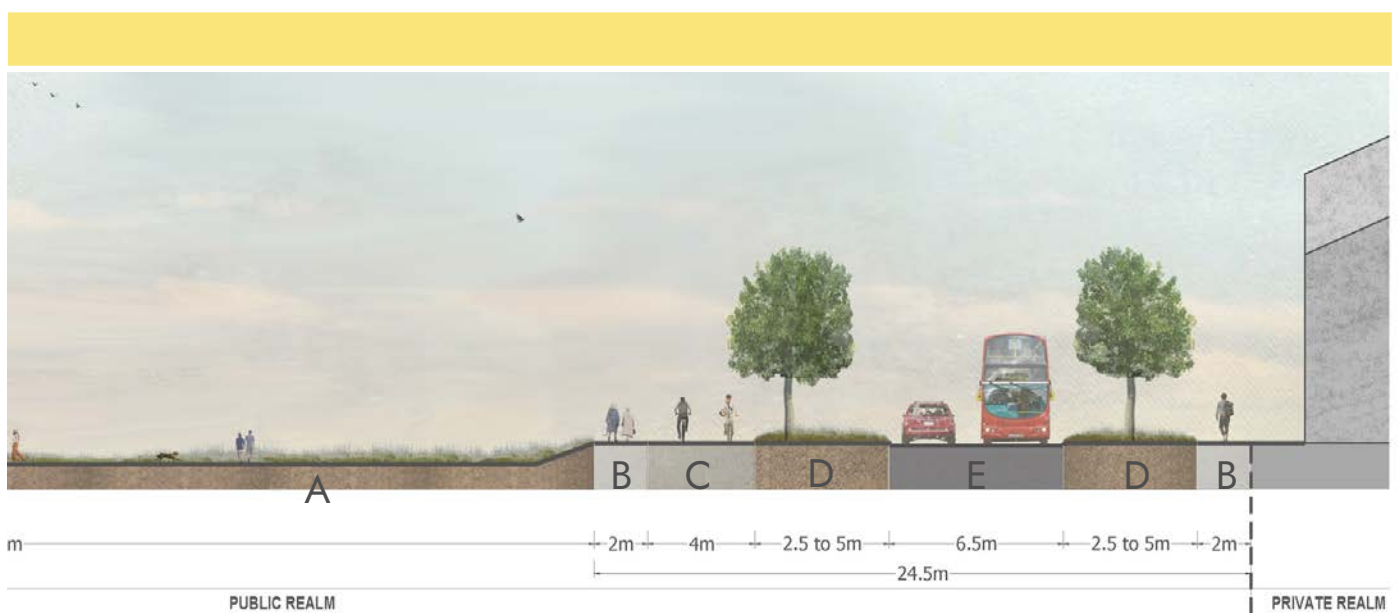




Northern general STC section



Local centre street section



Southern general STC section

- A Landscape corridor and pipeline easement
- B Footway
- C Cycleway
- D Planted verge
- E Carriageway

Pedestrian, Cycling Routes and Green Loop

The existing PRow network within the Site would not be altered by the Development. These which intersect the Site boundary at Holtsmere End Lane, Little Revel End and Great Revel End Farm.

The existing PRow (Route 11) will continue to link Holtsmere End Lane and Great Revel End Farm (Route 11) and the PRow that links Great Revel End Farm with Little Revel End and extends towards the settlement of Redbourn (Routes 9 and 10) will be retained and integrated into the Development, enabling connectivity to the wider PRow network.

Additional pedestrian and cycle facilities are proposed to enhance connectivity and promote sustainable transportation in and around the Development. This includes high-quality pedestrian and cycle routes across the Site. The STC will form the spine of this network, with a generous, segregated pedestrian / cycle route that will run parallel to the STC but segregated by wide verges, offering a safe, attractive, direct route for active travel.

New pedestrian routes will be delivered across the public open space, which have been designed to provide a direct connection to the wider proposed pedestrian and cycle network within the area, which will connect onto the National Cycle Network, Nickey Line.

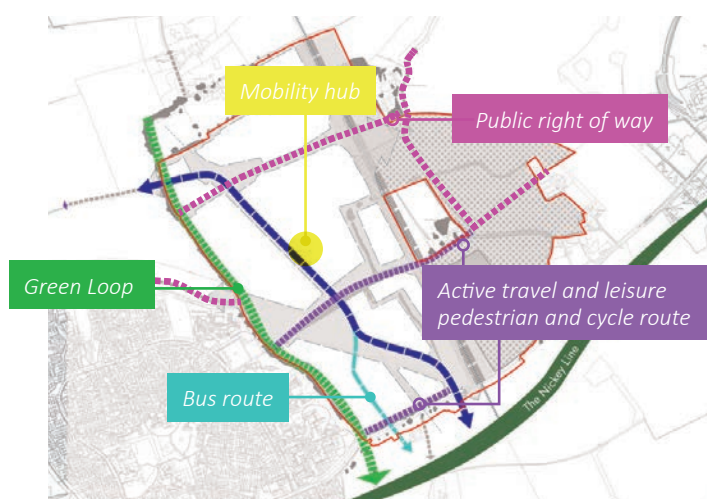
Use of Holtsmere End Lane as a 'Green Loop' is a key proposal within the broader HGC Spatial Vision and would be a new high-quality active travel route (pedestrians and cycles), intended to improve connectivity in the area. The HGC Green Loop would connect new development areas to existing parts of Hemel Hempstead and the wider landscape.

The Green Loop will cross the B487 at the existing Holtsmere End Lane/ Cherry Tree Lane crossroads, west of the Western Junction. Both Holtsmere End Lane and Cherry Tree Lane will become closed to vehicular traffic. The crossing will be a good quality, wide signal-controlled Pegasus crossing, enabling use by pedestrians, cyclists and equestrians. As detailed in paragraph 5.1.7, this will be delivered through S278 Highways Agreement.

Mobility Hub

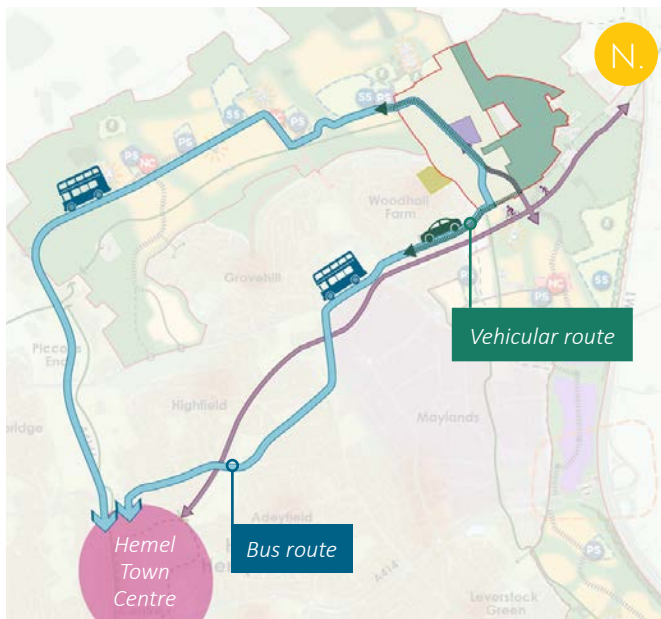
An integrated Mobility Hub would be provided to support active and sustainable travel and make it easy and convenient to switch between active travel and public transport with facilities to encourage and facilitate modes of transport other than the private car.

The Mobility Hub is proposed to be located in proximity to the local centre and primary school, presenting a popular, central transport interchange point within the Site. The full suite of facilities to be included at the Mobility Hub are to be agreed with HCC, however this is likely to include good quality bus stop infrastructure, secure cycle parking, space for micro-mobility, cargo bikes and storage, as well as charging for e-biked and a car club.



Key destinations

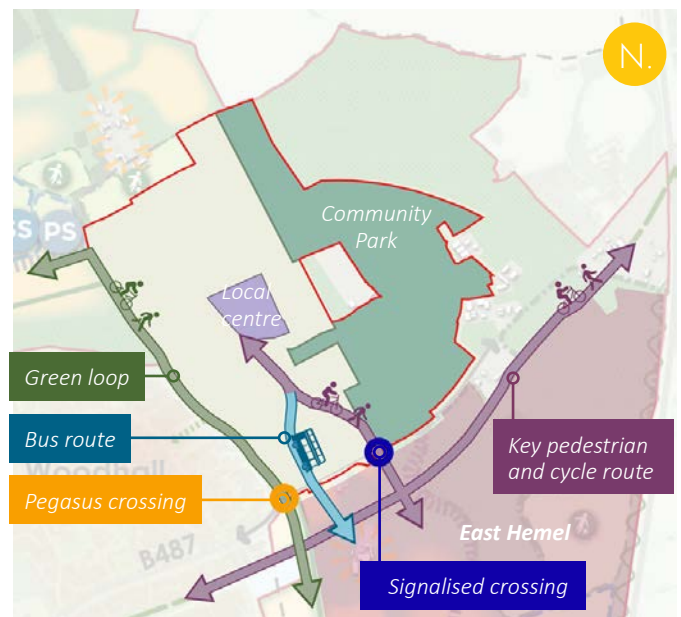
Connections to Hemel



Pedestrian and cycle connections via Green Loop (to Maylands), and improvements along Redbourn Road and Queensway which will also offer links to the Nickey Line.

Improvements to bus services along the Centrebus 46 route between the site, Hemel Hempstead town centre and extension to the train station.

Connections to East Hemel



Pedestrian and cycle connections via the Green Loop, central junction, and potential additional crossing point between the parks which is being explored with TCE.

Bus connections along the STC and western bus only junction. This will form part of a new orbital bus service which will travel between North Hemel, East Hemel and the town centre.

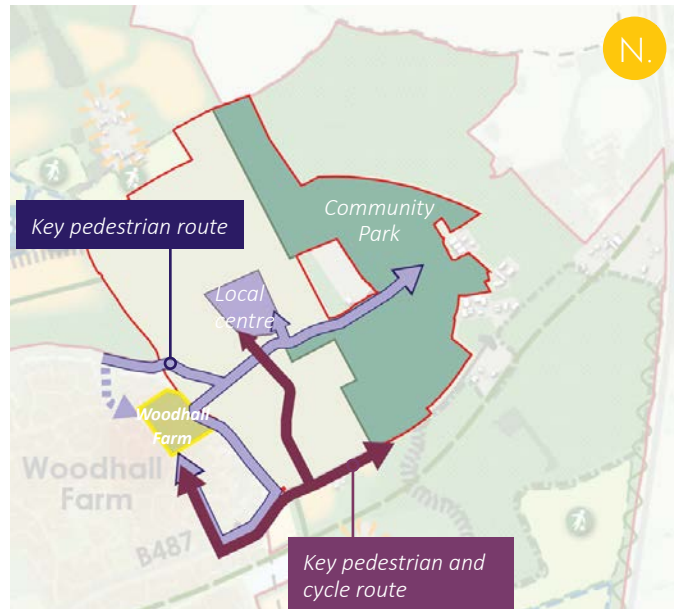
Connections to Redbourn



Pedestrian connections will remain available via the existing PRow network including footpath Redbourn 009 and 045. Holtsmere End Lane and Gaddesden Lane offer a quieter route for cyclists. The Nickey Line to the south provides an additional, alternative pedestrian and cycle route accessible via the Green Loop and STC.

Connections by bus will also remain available via the existing Centrebus 46 which provides a direct connection between the site and Redbourn.

Connection to Woodhall Farm



The pedestrian and cycle improvements proposed along Redbourn Road will enable direct walking and cycling connections to Woodhall Farm via Shenley Road. Opportunities for an additional connection to the north along the existing bridleway (Hemel Hempstead 128) and through the woodland are also being explored with Dacorum Borough Council and HCC.

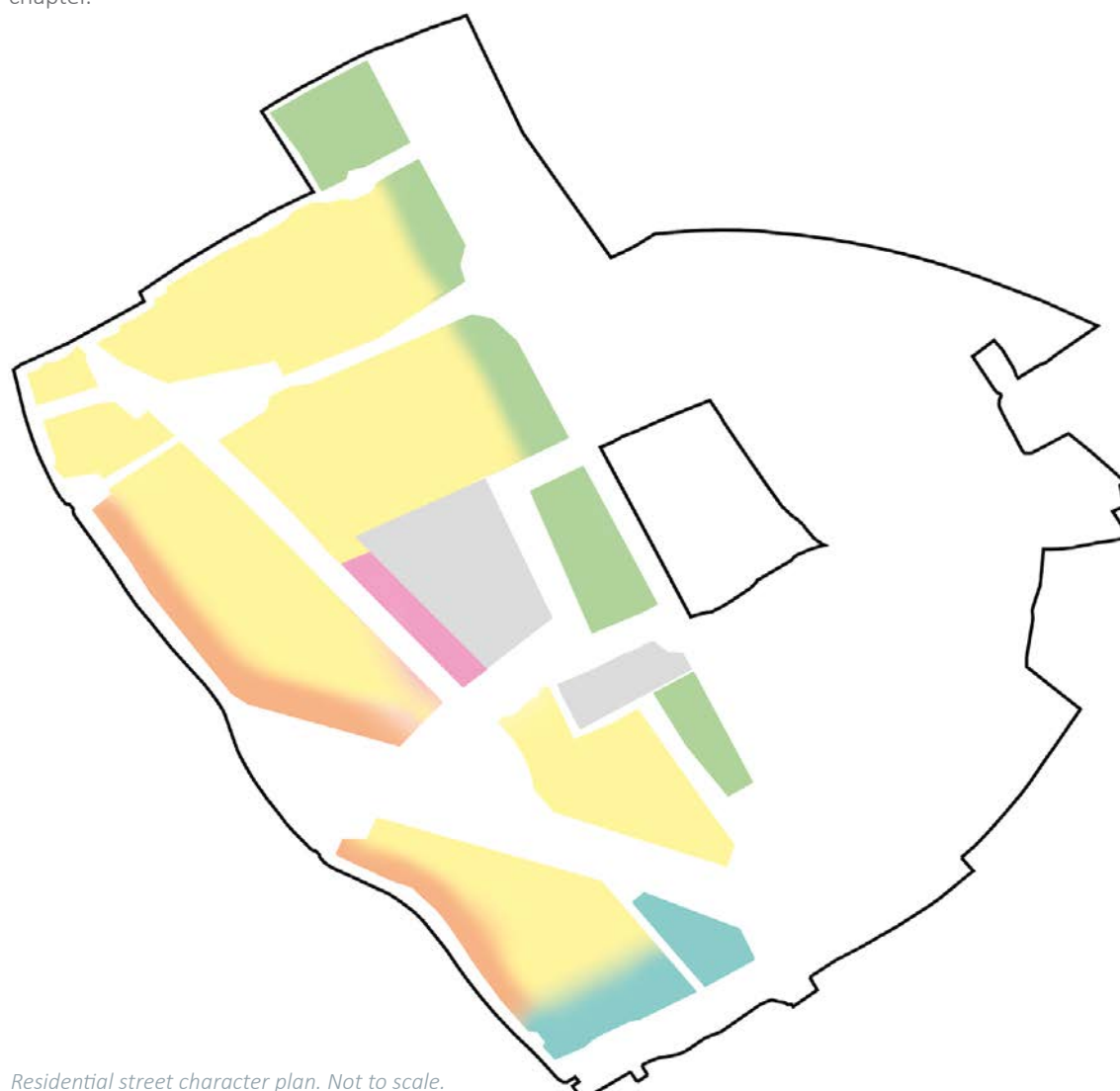


BUILT CHARACTER AREAS

A 'character area' approach has been adopted for the development areas that include residential development to ensure proposals respond to local context while being engaging and varied.

The character areas are designed to respond to the immediate local context at 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. These street areas are determined by various placemaking tools, including density, building types, architectural treatment, materials and landscape. This section explores the diverse yet cohesive range of character areas within North Hemel Hempstead. It is expected that future applications for reserved matters will be guided by the vision and design principles for the character areas outlined in this chapter.

-  *Countryside View. 30-36 dph*
-  *Holtsmere End Lane. 32-38 dph*
-  *Local Centre. 55-75 dph*
-  *Southern Gateway. 38-45 dph*
-  *Neighbourhood Street. 38-42 dph*
-  *Non residential development parcel*



Residential street character plan. Not to scale.

Overarching urban design principles

The purpose of the overarching design principles outlined in the following pages is to promote good design throughout the development of North Hemel Hempstead. **These principles will be applicable to all character areas** and will help ensure that the development is cohesive, functional and visually

appealing. They will guide decision-making in all aspects of the development including layout, architecture, materials and landscaping. Adhering to these principles will result in a development of high-quality design that is in keeping with the character of the area.



Block Structure

The development layout should promote positive building frontages, provide defensible space for dwellings, clearly separate private and public areas, and avoid blank facades facing streets and public spaces.



Street Trees

The development should include street trees, with regular planting to define key routes and public spaces, and irregular planting along minor streets where appropriate.



Parking

Parking should be conveniently located, visually integrated through planting, prevent ad-hoc parking, and offer varied solutions including on-street, on-plot, and secure private parking courts.



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 parks.



Tenure, design and layout inclusivity

The development maintains consistent design, layout, architectural style, and amenity standards across all housing tenures.



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.



Building Design

All buildings should be well-designed, reflect their masterplan location and local vernacular, include distinctive landmark features, be sustainable and inclusive.



Treatment of the Public Realm

The public realm should feature a cohesive, high-quality material palette, support the street hierarchy, ensure accessibility and inclusivity, encourage social interaction and leisure, and prioritise safety, walking, and cycling.



Transitions between Character Areas

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 reserved matters applications, ensuring that the distinct identity of each area contributes to a cohesive and unified overall character.

Countryside View

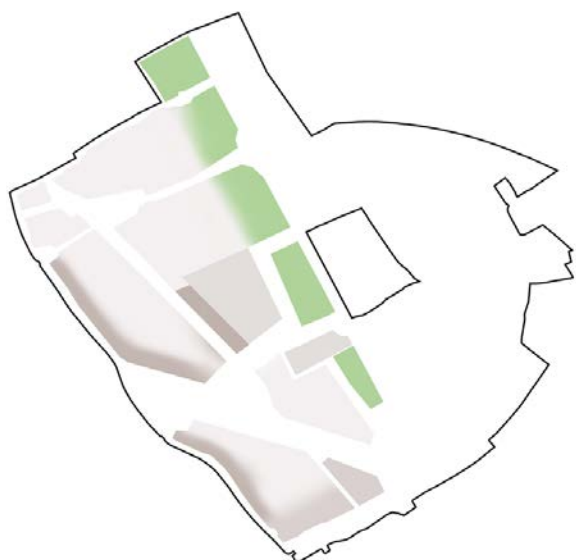
The Countryside View character area defines the outward-facing eastern boundary of the masterplan, where new homes meet the surrounding landscape.

This area will provide open vistas to the community park while also connecting to the internal network of biodiverse, multi-functional green corridors and open spaces. It will be characterised by a tranquil, landscape-led setting that integrates tree planting, sustainable drainage features, and accessible routes for walking and cycling.

Homes here will be predominantly family-oriented, arranged at lower densities and generally up to two storeys in height, with some two-and-a-half-storey buildings to create a softer

transition to the rural edge. Informal building lines, generous gardens, and green buffers will contribute to a relaxed, semi-rural character. Materials and colour palettes will draw on natural tones, reinforcing the relationship with the surrounding countryside.

This character area will deliver a calm and attractive residential environment that is fully integrated with its setting, offering residents a peaceful and distinctive place to call home while strengthening the masterplan's green infrastructure network.



Countryside View character area key plan. Not to scale



Artist's impression of the Countryside View character area, looking across the community park towards family-oriented homes



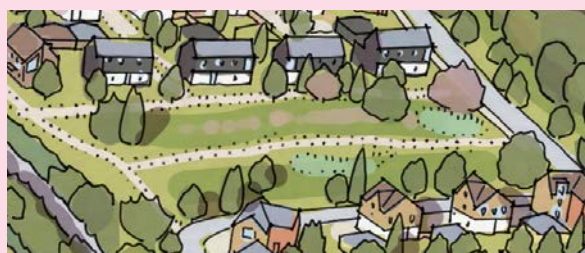
Building typologies

Predominantly will consist of detached and semi-detached, with some terraced homes and maisonettes.



Building heights

Predominantly two storey, with some two and a half storey homes





Building density

This area will feature the lowest densities, at 30–36 dph, compared with other parts of the application site.



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.



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.



Street Design

The street design predominantly features single sided streets and shared private drives, with street tree planting wherever feasible.



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.



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.



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.

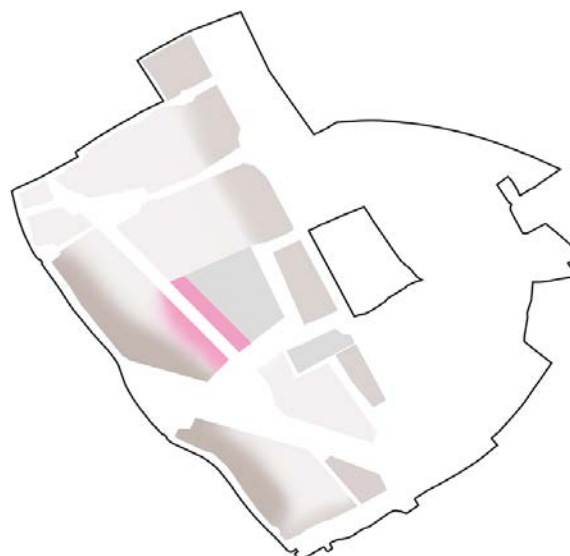


Local Centre

At the heart of North Hemel Hempstead, the Local Centre will be a lively and welcoming focal point for the new neighbourhood, bringing together community life, learning, and everyday convenience.

It will complement nearby facilities at Woodhall Farm by providing a sociable place that supports local needs without competing with the existing centre. Buildings will form a small parade fronting onto a central public space and the Sustainable Transport Corridor (STC), creating a sense of enclosure and activity, with active ground floors that encourage interaction and movement throughout the day.

The Local Centre will bring together residential development on the western side of the HGC, a three-form entry primary school with early years provision, a 70-bed care home, and a mix of community, retail, and leisure uses. These will include a community building, nursery, convenience store, and small retail units, all designed to promote social connection and local employment. A destination play space and a mobility hub will further animate the centre, making it a safe, inclusive, and sustainable heart of the community, where daily life, education, and activity come together in a distinctive setting.



Local Centre character area. Not to scale



Building typologies

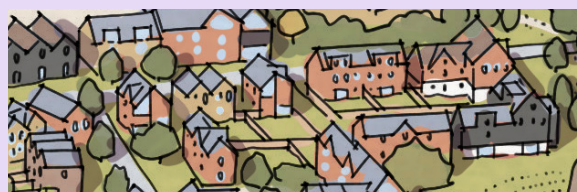
North side of the STC: Predominantly mixed-use buildings with community-focused uses on the lower floors, with flats above.

South side of the STC: A mix of flats, maisonettes, terraced houses, and some semi-detached houses.



Building heights

Up to three storeys in height, to help create a sense of place as an important location within the placemaking hierarchy.





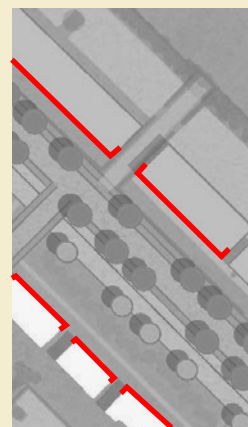
Building density

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.



Building lines

A formal and consistent building line with some variation. Emphasis on rhythm and repetition to create a strong sense of continuity.



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.



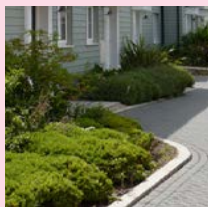
Street Design

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.



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.



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.



Planting strategy

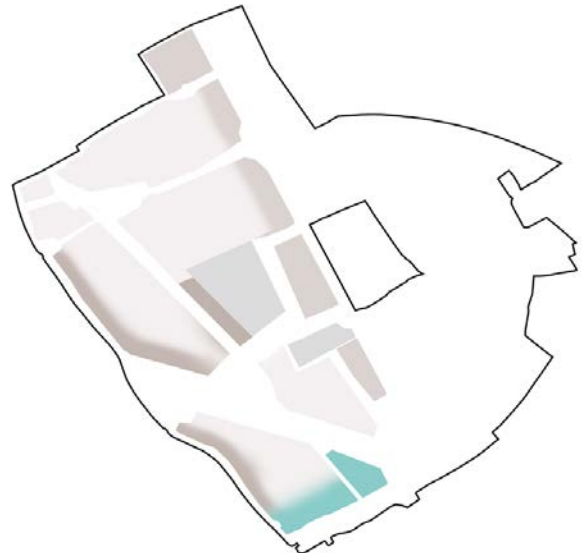
The character area will provide a semi-formal planting strategy, featuring managed low hedges and a parkland tree arrangement. The low hedges serve to delineate spaces, provide a sense of enclosure, and contribute to the area's aesthetics. The semi-formal planting approach aims to bring some of the naturalistic character of the wider landscape and community park into the heart of the development.



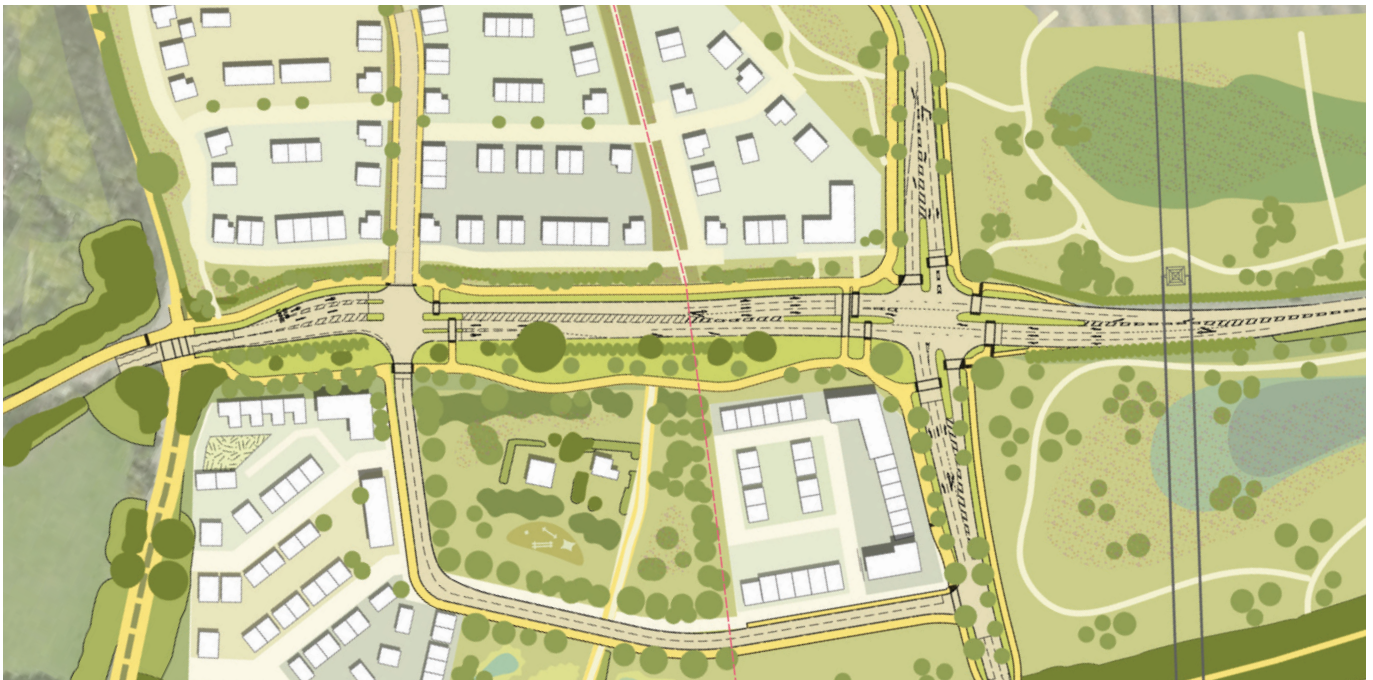
Southern Gateway

The Southern Gateway provides the main arrival into North Hemel Hempstead from the B487, forming a coordinated and shared approach with the Crown Estate land to the south.

It creates a welcoming threshold into the new neighbourhood, shifting from the semi-rural B487 into a more urban setting defined by landscape-filtered views, high-quality buildings and the Sustainable Transport Corridor. This delivers a coherent and distinctive gateway aligned with the joint B487 corridor principles agreed through the PPA process.



Southern Gateway character area key plan. Not to scale



Southern Gateway character area



Building typologies

Predominantly will consist of semi-detached houses, terraced houses, maisonettes, and some flats, particularly at the junction of the STC.



Building heights

Building heights of up to three storeys, particularly around the STC, with predominantly 2.5 storeys elsewhere.





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.



Building lines

A more formal character is featured fronting the B487, incorporating a consistent building line with minimal variation in setbacks and orientation.



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.



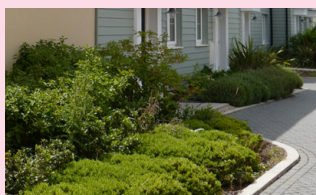
Street Design

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.



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.



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.



Planting strategy

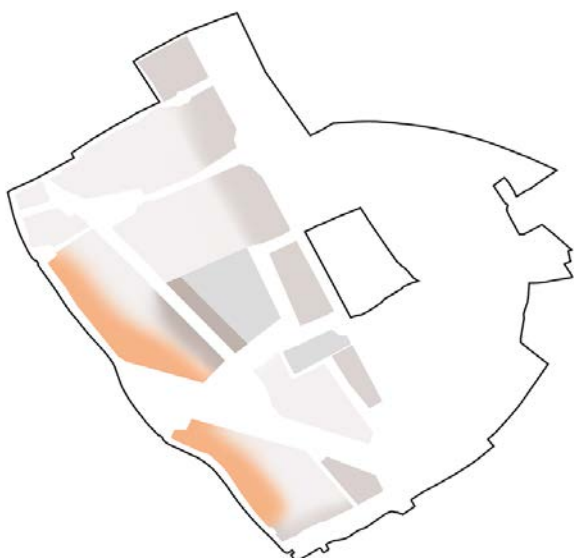
The planting strategy will adopt a naturalistic and informal approach, featuring native hedgerows, wildflower verges, and perennial planting to create softness and seasonal interest. Informal groups of trees within landscape corridors, together with street trees of low water demand, will help filter views from the B487 and reinforce the green, transitional character of the southern approach.



Holtsmere End Lane

The residents of this part of North Hemel Hempstead will enjoy a semi-rural setting with views over leafy Holtsmere End Lane, a green corridor that combines biodiversity, multi-functional open space, and an active-travel route for walking and cycling.

Homes here will overlook a linear, tree-planted open space that includes sustainable drainage features, picturesque paths, cycle routes, and informal play areas, creating a tranquil, landscaped environment. As one of the most peaceful parts of North Hemel Hempstead, this area will offer residents a green and relaxed place to call home, defined by its close relationship with nature and its distinctive sense of openness.



Holtsmere End Lane character area key plan. Not to scale



Holtsmere End Lane character area



Building typologies

Predominantly will consist of semi-detached, with some detached and terraced homes.



Building heights

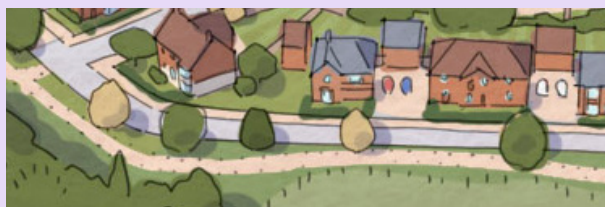
Buildings will be up to three storeys at key locations, though predominantly two to two and a half storeys.





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.



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.



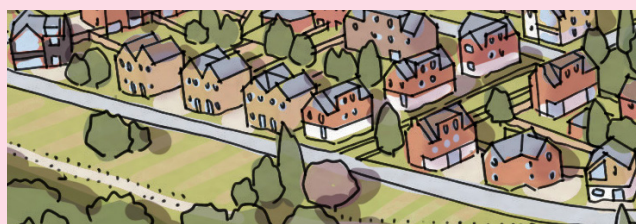
Materials and colour

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.



Street Design

The street design predominantly features single sided streets and shared private drives, with street tree planting wherever feasible.



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.



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.



Planting strategy

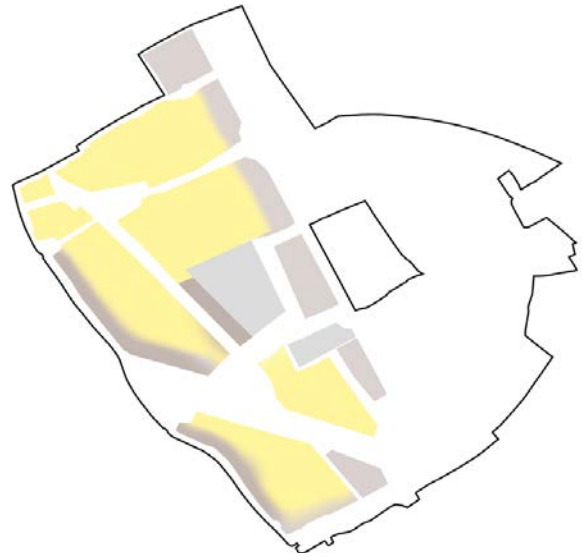
Planting will reflect this character area's close relationship with the Holtsmere End Lane green corridor, creating a semi-rural outlook for new homes. Where possible, native hedge species will be introduced along plot frontages to establish a harmonious relationship with the adjacent open spaces.



Neighbourhood Streets

The Streets are peaceful, family-friendly streets comprised of beautifully landscaped, pedestrian- and cycle-friendly spaces.

These areas will be thoughtfully designed to encourage residents to walk and cycle from their doorstep, gather, socialise, and foster a sense of community, promoting health and wellbeing.



Neighbourhood Streets character area key plan. Not to scale



Building typologies

Predominantly consisting of semi-detached and terraced homes, with some flats and maisonettes.



Building heights

Building heights will predominantly be two to two-and-a-half storeys, with some three-storey units in key locations.





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.



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



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.



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.



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.



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.



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.





KEY MASTERPLANNING AREAS

The diagram below, together with the information on the following pages, reflects key discussions with Council officers, the DRP, the Crown Estate and other stakeholders regarding the key masterplanning areas for North Hemel Hempstead.

These areas have been identified and developed to explore the masterplanning approach in greater detail, focusing on important gateways, interfaces with neighbouring HGC development sites, the Community Park, community focal points at key route intersections, and areas of more complex topography. Each key masterplanning area sets out objectives and design principles at an appropriate level of detail for an outline application, helping to guide future reserved matters planning applications.

The key masterplanning area identified are:

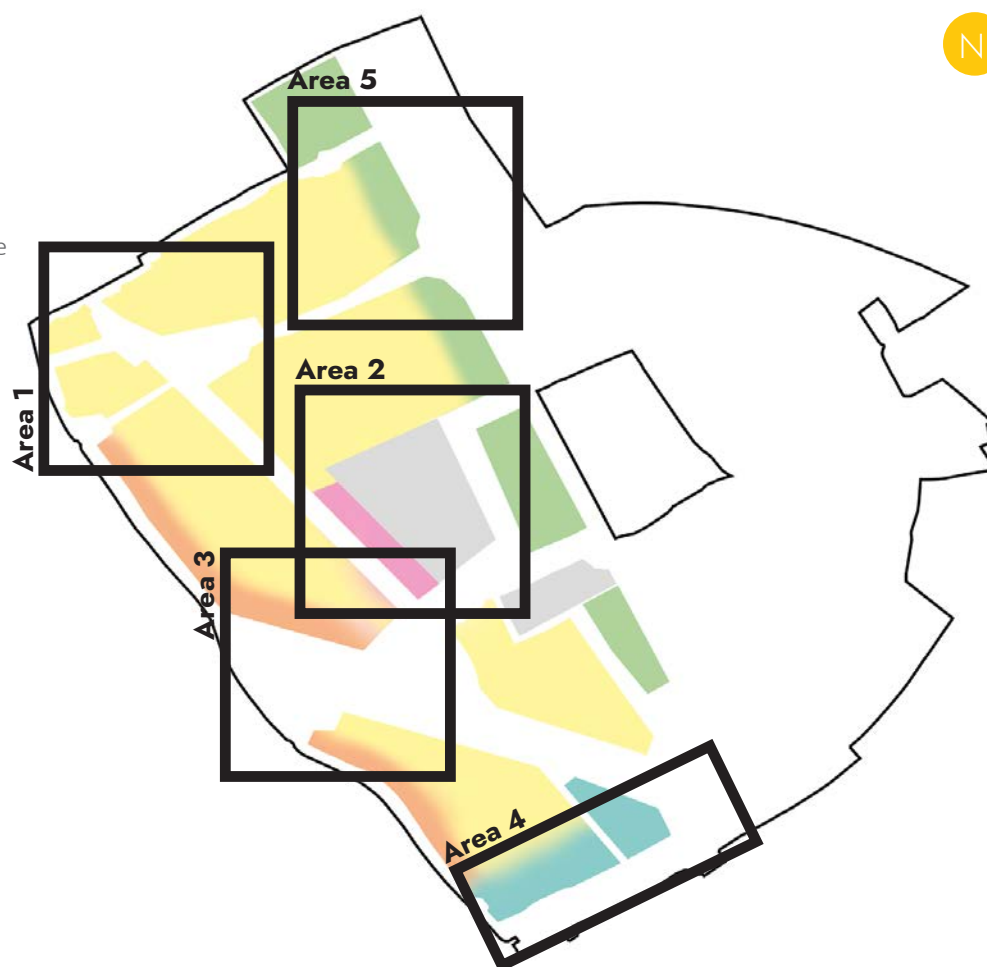
Area 1: Holtsmere Common

Area 2: Local Centre

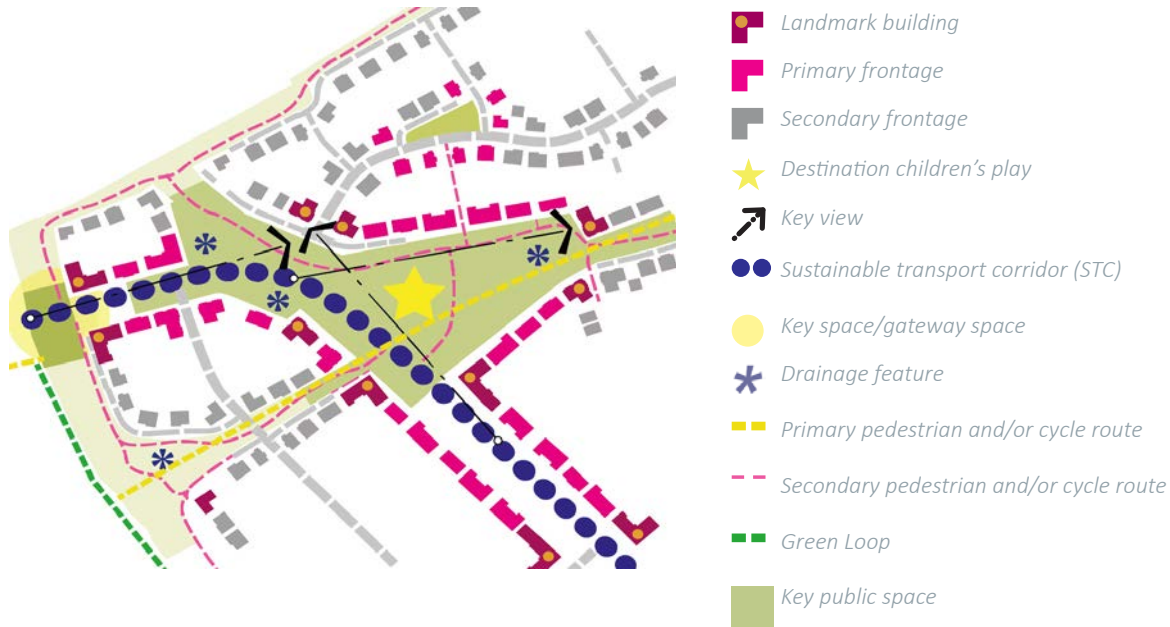
Area 3: Valley

Area 4: Southern Gateway

Area 5: Countryside Interface



Area 1: Holtsmere Common objectives and principles



Key masterplanning area keyplan.
Not to scale

Key objectives

Gateway – Create a distinctive point of arrival from the west that reinforces identity and sense of place

Legibility – Establish a clear hierarchy of streets, spaces, and routes that are easy to navigate

Landscape-led – Place Holtsmere Common and green corridors at the heart of the design to deliver multifunctional open spaces.

Community – Provide inclusive spaces and frontages that encourage social interaction, play, and wellbeing.

Sustainability – Prioritise walking, cycling, and public transport while integrating homes and landscapes in a climate-responsive way.

Key principles



Urban Structure and Legibility

- Establish a clear perimeter block structure with buildings fronting streets and public spaces to ensure active and overlooked public realm.
- Define key routes with primary and secondary frontages, emphasising the hierarchy and legibility of streets, open spaces, and corridors.
- Use landmark buildings to terminate views, strengthen gateways into the site, and emphasise key corners and junctions to aid wayfinding and create distinctive character.



Building Orientation and Frontage

- Orient homes to positively address corners with active elevations and architectural detailing, avoiding blank gables.
- Provide consistent building frontages with minimal gaps between buildings, where possible along the Sustainable Transport Corridor (STC), to create a strong urban edge and sense of enclosure.
- Position front doors and windows to face streets, open spaces, and pedestrian routes, maximising natural surveillance and vibrancy.



Landscape and Green Infrastructure

- Integrate the Hemel Green Loop and local informal footpaths into the neighbourhood to provide continuous, accessible walking and cycling connections.
- Emphasise Holtsmere Common as a focal, multi-functional open space within the landscape hierarchy, incorporating attenuation basins, a LEAP, key walking routes, and high-quality landscape design.
- Provide pocket green spaces within developed areas to accommodate local children's play (LAPs). These should be within easy walking distance and ideally connected to the wider green network.



Parking

- Locate car parking primarily to the side or rear of dwellings along key routes and spaces to protect the quality of the street scene.
- Where homes front key landscape spaces, corridors, and the STC, minimise frontage parking and access roads where possible, and instead provide small rear parking courts.



Movement and Access

- Create a clear hierarchy of streets, with the STC forming the primary spine and local access streets feeding into the block structure.
- Integrate key pedestrian routes connecting the school, local centre, and wider green infrastructure network.
- Maintain permeability through multiple access points and a legible network of formal and informal pedestrian and cycle connections.



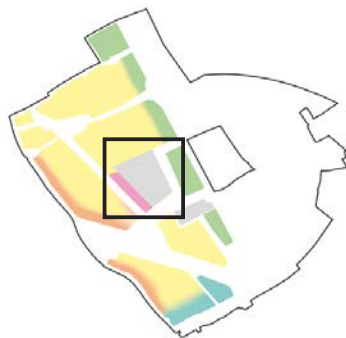
Character and Identity

- Vary front garden depths as a placemaking tool to reinforce legibility: provide deeper front gardens at lower densities and along edges, and narrower frontages along the STC (to minimise the street section) and within lower-order shared surface streets to create a sense of intimacy.
- Apply higher-quality finishes to higher-order public-facing elevations, including those along the STC, key spaces, landscape corridors, and gateways.
- Introduce a variety of house types, including corner-turning units and subtle changes in roofline, to add richness to the streetscape.
- Design key spaces and frontages to support community life, incorporating opportunities for informal gathering and play.

Area 2: Local Centre objectives and principles



-  Landmark building
-  Primary frontage
-  Secondary frontage
-  Destination children's play
-  Key view
-  Sustainable transport corridor (STC)
-  Drainage feature
-  Primary pedestrian and/or cycle route
-  Secondary pedestrian and/or cycle route
-  Primary school site
-  Mixed-use
-  Mobility hub
-  Key public space



Key masterplanning area keyplan.
Not to scale

Key objectives

Placemaking – Create a vibrant and distinctive heart to the neighbourhood that acts as a focal point and community hub.

Connectivity – Ensure safe, direct, and legible walking and cycling routes linking the Local Centre to surrounding neighbourhoods, schools, and green infrastructure.

Activity – Cluster key uses such as retail, community, and leisure around a central space with active frontages that animate the public realm.

Inclusivity – Provide accessible spaces, facilities, and play for all ages and abilities, designed at a human scale with natural surveillance.

Sustainability – Deliver a climate-resilient centre through green infrastructure, energy-efficient design, and support for sustainable modes of travel.



Key principles



Urban Structure and Identity

- Establish the Local Centre as a landmark destination with a mix of uses fronting onto a central public space.
- Incorporate distinctive architecture, public art, and detailing to reinforce local identity and aid wayfinding
- Position a landmark building or anchor use at the heart of the centre to create a strong visual focus.



Public Realm and Open Space

- Create a multi-functional central space that can host markets, events, and informal gatherings.
- Frame the square and key routes with active frontages, ensuring enclosure and vibrancy.
- Use high-quality landscaping, street trees, and seating to encourage comfort, dwell time, and sociability.



Destination Play

- Provide a prominent, inclusive destination play space that is naturally overlooked and connected to retail and café uses.
- Design for multi-generational activity, with seating, shaded areas, and social spaces alongside play equipment.
- Use distinctive, landscape-led play features that create a memorable draw and enhance dwell time.



Servicing and Parking

- Locate servicing and staff parking to the rear of buildings to maintain attractive, pedestrian-friendly frontages.
- Provide short-stay parking and cycle parking close to shops and community uses.
- Integrate EV charging and cycle repair facilities to support sustainable transport.



Connectivity and Movement

- Provide direct, safe pedestrian and cycle links to the school, playing fields, mobility hub, and surrounding neighbourhoods.
- Integrate bus stops and sustainable transport facilities within easy walking distance.
- Minimise car dominance in the core centre, giving priority to pedestrian and cycle movement.



Mixed Use and Active Frontages

- Cluster essential services (convenience store, nursery, community building, mobility hub) along the primary frontage.
- Ensure ground floors are active and transparent, with shopfronts, cafés, and entrances addressing public spaces.
- Design floorplates with flexibility to adapt to changing community needs.

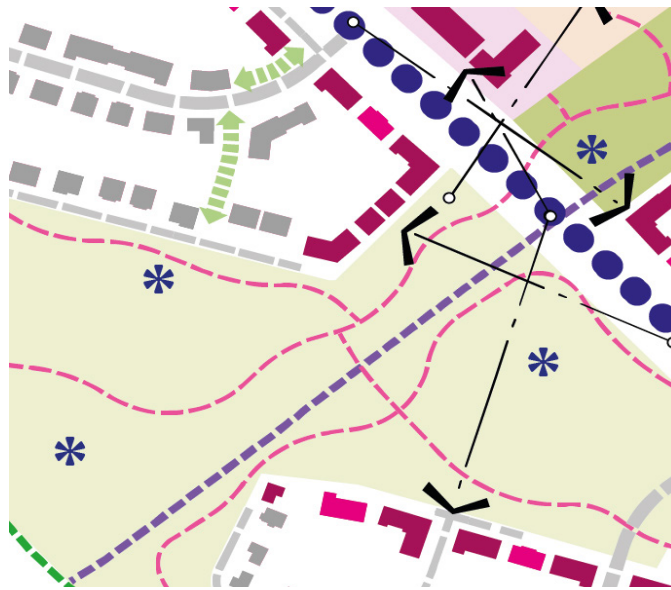


Care Home

- Locate the care home close to shops, services, and green spaces to promote independence and social interaction.
- Orient windows and entrances to overlook streets and squares, contributing to a lively streetscape.
- Design the building form with varied rooflines and materials to create a human-scaled and non-institutional appearance.
- Incorporate shared community-facing elements, such as a café or therapy garden, alongside secure outdoor resident spaces.



Area 3: Valley objectives and principles



-  Landmark building
-  Primary frontage
-  Secondary frontage
-  Destination children's play
-  Key view
-  Sustainable transport corridor (STC)
-  Drainage feature
-  Primary pedestrian and/or cycle route
-  Secondary pedestrian and/or cycle route
-  Green Loop
-  Primary school site
-  Mixed-use
-  Key public space



Key masterplanning area keyplan.
Not to scale

Key objectives

Landscape-led – Celebrate the natural topography and integrate the valley as a defining green infrastructure corridor.

Connectivity – Provide strong walking and cycling links across the valley, connecting to the wider Hemel Green Loop.

Integration with Topography – Ensure development responds sensitively to changes in level, managing slopes and the majority of retaining features within the private realm.

Community and Play – Incorporate overlooked open spaces, children's play areas, and accessible routes to create a safe and inclusive environment.



Key principles



Urban Structure and Legibility

- Arrange development blocks to address the valley, orienting buildings to maximise views and natural surveillance of open spaces.
- Use primary and secondary frontages to define key routes and frame the transition between built form and green infrastructure.
- Position landmark buildings to terminate views along the valley corridor and strengthen gateways into the neighbourhood.



Landscape and Green Infrastructure

- Retain the valley floor as multifunctional public open space, incorporating SuDS, attenuation basins, and naturalised planting.
- Provide continuous pedestrian and cycle routes through the valley, linking to the Hemel Green Loop and surrounding neighbourhoods.
- Introduce children's play areas and informal spaces within the valley, ensuring they are well integrated into the wider landscape framework.



Building Orientation and Frontage

- Orient homes to front onto the valley and open spaces, avoiding rear garden boundaries facing the public realm.
- Step building lines where necessary to follow topography and create visual variety along streets and spaces.
- Ensure the majority of retaining structures and changes in level are managed within the private realm of residential plots rather than public open space.



Movement and Access

- Provide pedestrian and cycle priority routes across the valley to connect both sides of the development.
- Ensure streets that address the valley transition smoothly into the sloping topography.
- Incorporate key pedestrian routes that link the valley to the local centre, school, and wider open space network.



Parking

- Locate car parking to the side or rear of dwellings to maintain strong frontages overlooking the valley.
- Avoid car-dominated frontages along streets and spaces with key views.
- Use small shared courts where necessary, ensuring they are overlooked and integrated with the topography.

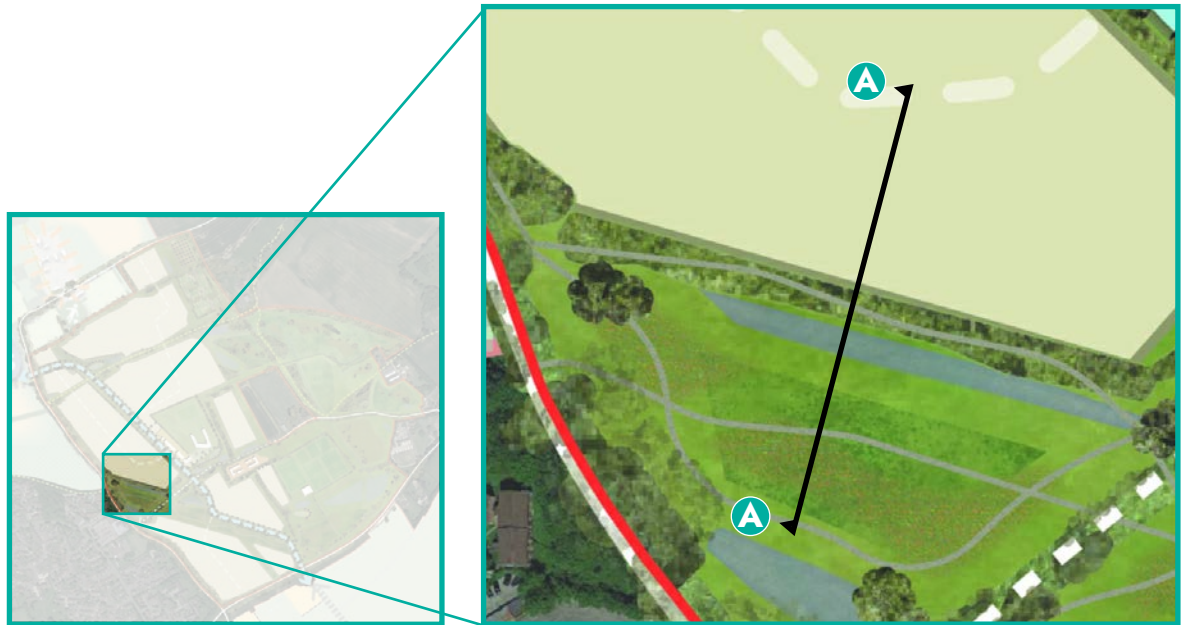


Character and Identity

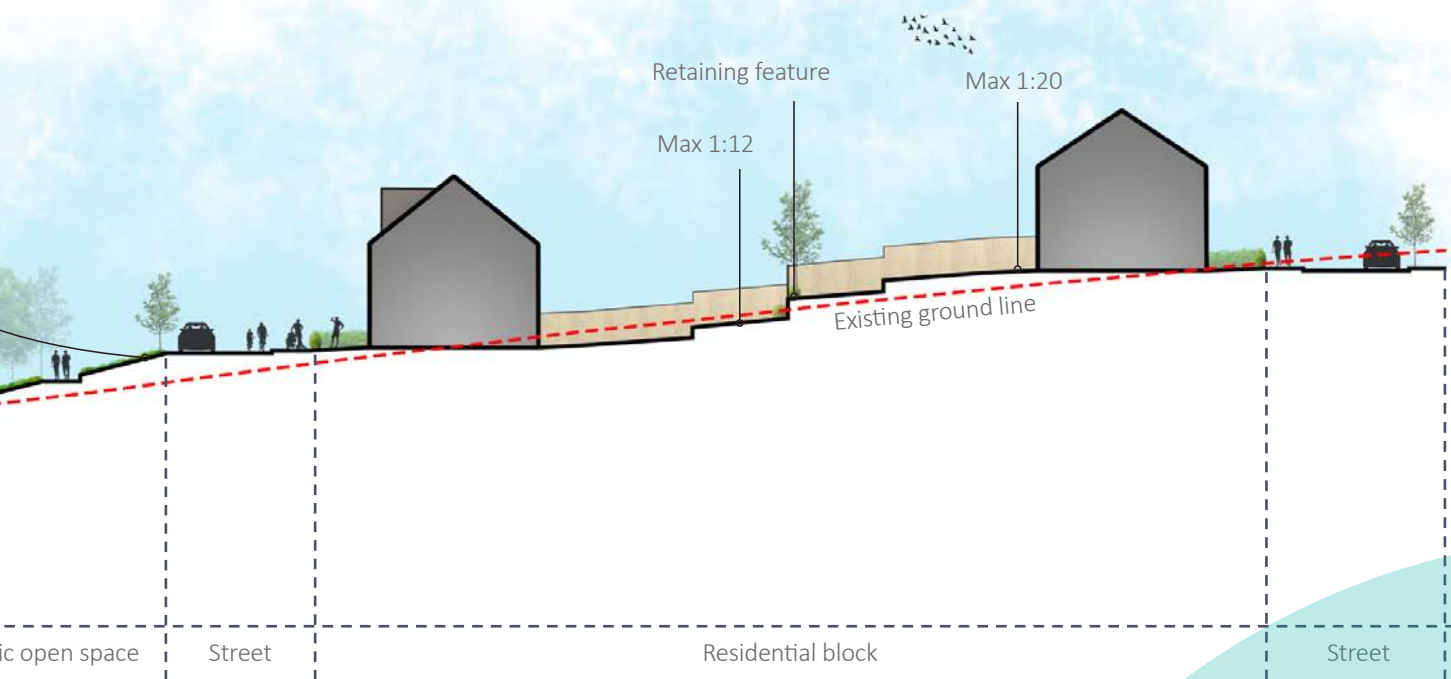
- Express the valley setting through building orientation, natural materials, and varied rooflines that respond to changes in level
- Reinforce the green, landscape-led identity by integrating tree planting and soft edges between development and open space.
- Use stepped building forms to create a distinctive architectural character that reflects the valley topography.
- Use varied rooflines and building forms that respond to changes in level, creating a distinctive roofscape when viewed across and along the valley.
- Celebrate the changes in elevation to generate an interesting townscape, where layered buildings and roofscapes contribute to long views and local identity.

Area 3: Valley indicative section





Section key plan. Not to scale



Illustrative Section A:A. Not to scale

Area 4: Southern Gateway

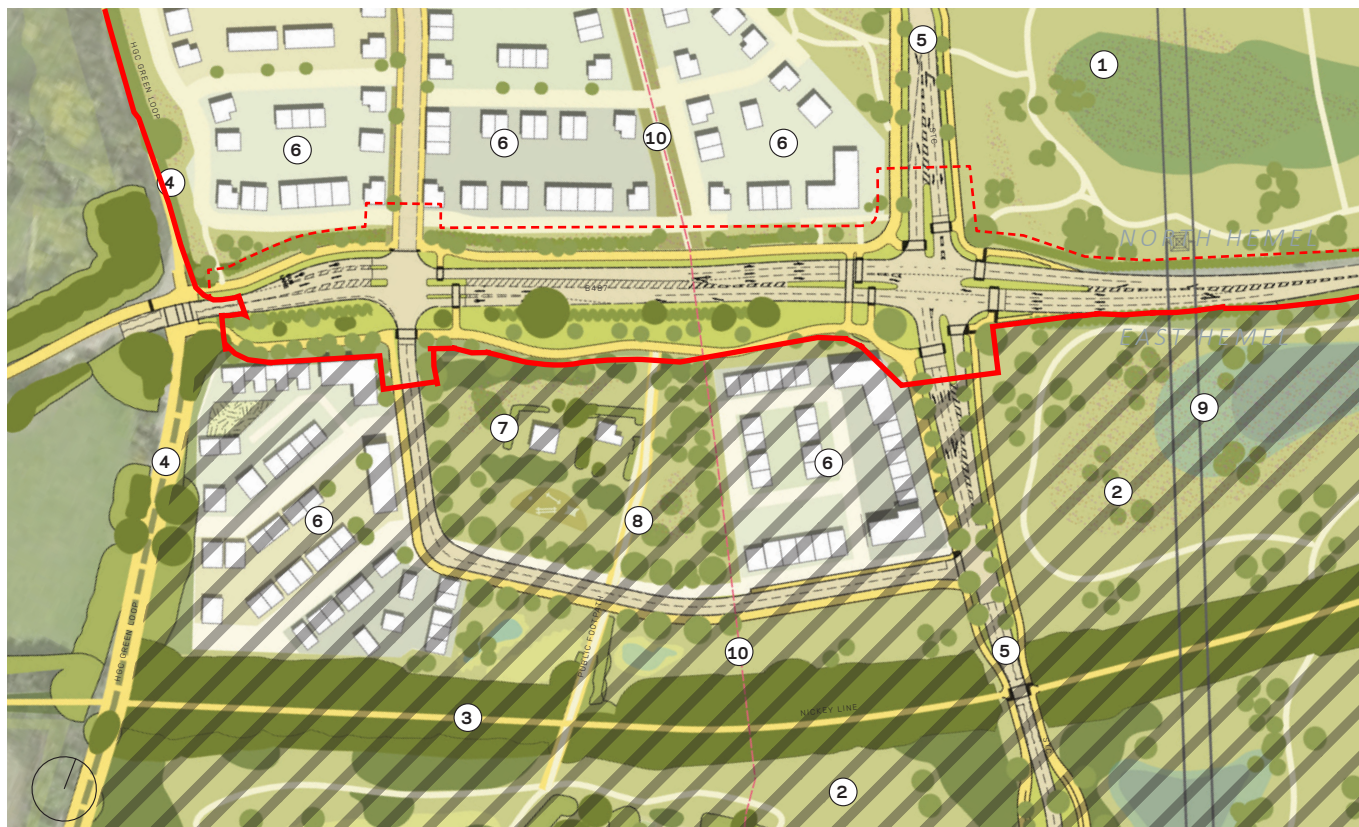
This key masterplanning area provides an overview of the joint approach with the Crown Estate to access from, and the treatment of, the B487 Hemel Hempstead Road (Redbourn Road). It presents a set of shared design principles for both application sites which serve to create a cohesive condition along the existing road and gateway into Hemel. Only proposals included within the North Hemel Hempstead application boundary are submitted for approval as part of this application.

Overall Approach

The plan 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.

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

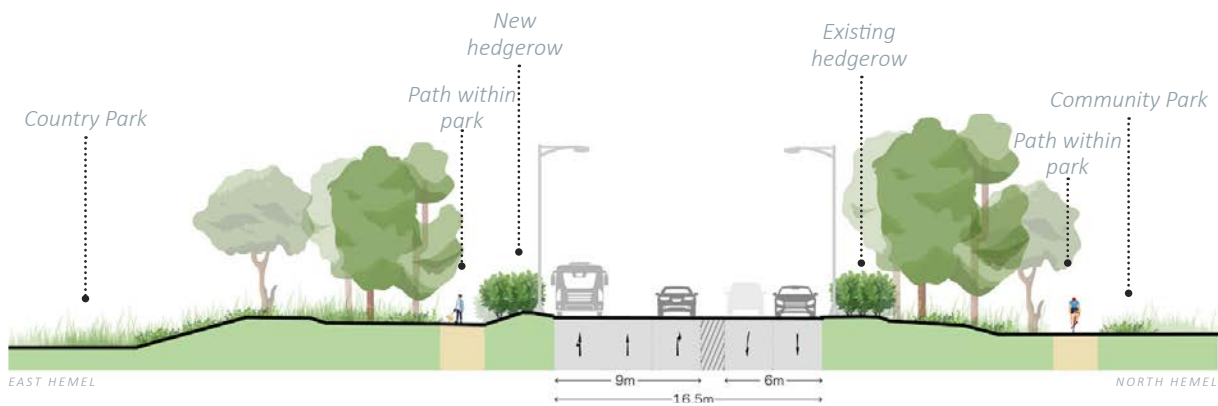
- ① Community Park
- ② Country Park
- ③ Nickey Line
- ④ HGC Green Loop (Holtsmere End Lane and Cherry Tree Lane)
- ⑤ Sustainable Transport Corridor
- ⑥ Development parcels
- ⑦ Grade II Listed Wood End Farm Cottages
- ⑧ Public Footpath
- ⑨ NGET overhead power lines
- ⑩ BPA pipeline



B487 gateway illustrative proposal for both North and East Hemel sites. Not to scale.



Section A-A looking west at the B487 junction and gateway. Not to scale



Section B-B looking west through the Community and Country Parks. Not to scale

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.