

A.2

# Development Specification

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November 2025

THE CROWN  
 ESTATE

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East Hemel



## **EAST HEMEL**

### **OUTLINE PLANNING APPLICATION DEVELOPMENT SPECIFICATION**

#### **Nov 2025 - FOR SUBMISSION**

The Development Specification sets out the components of the Proposed Development within the Outline Planning Application on land within the Application Boundary. These components fall within the parameters assessed in the supporting Environmental Impact Assessment (EIA).

The Development Specification is designed to be read in conjunction with the suite of Parameter Plans to be approved as part of the Outline Planning Application. Information brought forward in each phase will conform with the Parameter Plans and this Development Specification.

#### **This Development Specification comprises:**

- A. **Description of Development (DoD)** – that which is to be applied for under the outline application, appears on the planning application forms and on the Decision Notice and S106.
- B. **Development Components** - a fuller explanation of all the uses and their quanta, set out in the DoD (set out in both list and table format).
- C. **Spatial Principles** – A written description of the components of development designed to clarify the spatial aspects of their provision to be agreed as part of the outline application. Designed to accompany and be read alongside the Parameter Plans.

## A. Description of Development (DoD)

The DoD for the Outline Planning Application is set out below. This application has been submitted in duplicate to both St Albans City and District Council (SADC) and Dacorum Borough Council (DBC) as all built development lies within SADC's area but some of the proposed highways works (at A414 and along the western boundary of the site) straddle the boundary between SADC's and DBC's areas.

### Site Name: "Land East of Hemel Hempstead"

- *"Outline application for: urban extension comprising two new neighbourhoods and a new employment zone. The development to include new dwellings (including affordable housing and specialist accommodation for older people); new employment and industrial floorspace and ancillary facilities, a sports hub and Sports Pitches; green infrastructure and landscaping works (to include a country park, formal and informal open space, amenity space, Suitable Alternative Natural Greenspace, managed woodland, ecological areas); early years, nursery, primary and secondary education facilities; local centre uses (to include retail, community and employment uses; health and fitness, gym and other cultural and recreational uses; medical centre; transport mobility hubs; drainage works (including foul and surface water drainage infrastructure); ancillary infrastructure works; vehicular and active travel infrastructure; improvements to the Nickey Line and delivery of a proportion of the Hemel Garden Communities Green Loop; land for Gypsy and Traveller pitches; provision of an active travel bridge over the A414; safeguarded land for M1 Junction 8 improvements; ground remodelling, acoustic bund, engineering and demolition works. All matters reserved save for access from the A414/Green Lane junction and access from the B487/ Hemel Hempstead Road (Redbourn Road)."*

### Summary DoD for Site Notices

- *Outline application for an urban extension comprising two new neighbourhoods, a new employment zone, retail, commercial, education and community facilities, medical centre, gypsy and traveller pitches, green infrastructure, SANG and sustainable drainage systems, vehicular, cycle and pedestrian routes. All matters reserved save for access from A414/Green Lane and access from B487/ Hemel Hempstead Road (Redbourn Road).*

### **B (i) Development Components - BY LIST**

All sqm floorspace figures below are reflective of the proposed GEA.

All matters (Access, Appearance, Landscape, Layout and Scale) are reserved for future determination, save for *access from the A414/Green Lane junction and access from B487/ Hemel Hempstead Road (Redbourn Road)*. This application seeks **Outline Planning Permission** for:

- Up to 4,000 new dwellings (Class C3) including up to 640 elderly care / extra care units (Class C2 residential institutions) and 16 supported living units.
- Up to 190,600 sq.m of Employment Use including up to 54,500 sq.m Business and Research & Development (Class E(g)); and up to 104,250 sq.m Distribution (Class B8); and up to 31,850 sq.m Mixed Industrial Uses (Class B2 / Class E(g)(iii)).
- Three Primary Schools (Class F1) incorporating Early Years provision on sites of 2.03ha per 2FE school site, and 2.92ha per 3FE school site (up to 7.87ha in total).
- Secondary School (Class F1) for up to eight forms of entry on a site of not more than 10.78 hectares.
- Up to 2,000 sqm in total of Community Uses (Classes F1 and F2) including community centres and meeting places, library use, places of worship and other community facilities.
- Up to 2,300 sqm of health care services (Class E(e) including medical and dental services.
- Up to 18.8ha for a Sports Hub and Sports Pitches including up to 3,400 sqm in total of sports hub uses in Class E(d). Up to 775 sqm health and fitness, gym and other cultural and recreational uses in Class E(d).
- Up to 525 sqm nursery uses in Class E(f).
- Up to 76.8 ha of Suitable Alternative Natural Greenspace (SANG).
- Green infrastructure and landscape works to include a country park, formal and informal open space, including natural / semi-natural open space, parks & gardens, amenity space, managed woodland, ecology areas and links including mitigation works, green corridors, outdoor sports facilities including changing facilities, play areas, allotments and associated lighting and infrastructure.
- Ancillary infrastructure works.
- Transport Mobility hubs.
- An active travel (pedestrian and cycle) bridge over the A414.
- Vehicular and active travel access points and connections to the surrounding highway.

- Vehicular and cycle parking including electric vehicle charging points.
- Pedestrian, cycle, equestrian, vehicle and bus routes, with associated bus stops, crossings, street furniture and lighting.
- Improvements to existing Public Rights of Way.
- Improvements to the Nickey Line through the site.
- Delivery of the Hemel Garden Communities (HGC) Green Loop through the site.
- Land for up to 40 Gypsy and Traveller pitches.
- Safeguarded land for M1 Junction 8 improvements.
- Engineering works including ground remodelling.
- Creation of bund (incorporating acoustic fencing) in East Hemel North and East Hemel South, adjacent to the M1 motorway.
- Any necessary demolition of existing buildings.
- Retention of and improvements to listed buildings (subject to separate Listed Building Consent).
- Infrastructure works (comprising energy/utilities provision and diversions as necessary).
- Drainage works including foul drainage infrastructure, sustainable drainage systems and multi-function stormwater attenuation features.

**B (ii) Development Components – BY TABLE**

The proposed Development Schedule sets out the minimum (where appropriate) and maximum amount of development expressed as number of dwellings, floorspace (sqm GEA) or areas (hectares) for non-residential. All uses are subject to the maxima expressed in the overarching Description of Development.

<b>Schedule of Development Components</b>						
		<b>No. of dwellings</b>		<b>Non-residential floorspace (sqm gross (GEA?)* or areas (ha)</b>		<b>Notes</b>
<b>Uses</b>		<i>Min.</i>	<i>Max.</i>	<i>Min. (where relevant)</i>	<i>Max.</i>	
<b>Residential</b>	Dwellings (C3 use)	3360	4000	-	-	<i>Minimum of 3,360 dwellings excluding Residential Institutional Use (Elderly and Extra Care units)</i>
	Including residential institution use (C2 use)		640	-	-	
<b>Retail and services</b>	Retail, services, food and drink, (E use and Sui Generis)	-	-		4,500 sqm	

<b>Community and Leisure</b>	Medical services (E use)	-	-		2,300 sqm	<i>Medical Centre (GP) Within Local Centre (North) plus medical services (eg Dentist) in LC (N) and LC (S)</i>
	Community Centres and meeting places, library use, places of worship and other community facilities (F1 and F2 uses)	-	-		2,000 sqm	<i>Within Local Centres and/or Community Cores</i>
	Sports Hub uses (Class E(d))	-	-		3,400 sqm	<i>Within Sports Hub and southern Sports Pitches. Location shown on Land Use / Green Infrastructure Parameter Plan. Site Area indicated in DAS.</i>
	Health and fitness, gym and other cultural and recreational (Class E(d))				775 sqm	<i>Within Local Centres and/or Sports Hub.</i>
	Nursery Uses (Class E(f))				525 sqm	<i>Within Local Centres and/or Sports Hub.</i>

	Primary schools (F1)	-	-		7.87 ha	<i>Location shown on Land Use Parameter Plan. Site Area indicated in DAS</i>
	Secondary schools (F1)	-	-		10.78ha	<i>Site area fixed on Parameter Plan shown on Land Use Parameter Plan.</i>
<b>Employment</b>	Storage and distribution (B8 use)	-	-		104,250 sqm	<i>Within Employment Area shown on Land Use Parameter Plan. Split of areas indicated in DAS</i>
	General industrial (B2 and E(g)(iii) uses)				31,850 sqm	<i>Within Employment Area shown on Land Use Parameter Plan. Split of areas indicated in DAS</i>
	Business use, offices and research and development (E(g)(i) and (ii) uses)	-	-		54,500 sqm	<i>Within Employment Area shown on Land Use Parameter Plan. Split of areas indicated in DAS</i>
<b>Formal Open Space</b>	Outdoor sports (F2 use)	-	-		up to 18.8ha	<i>Within Sports Hub and Sports Pitches in Southern Neighbourhood. Locations indicated on Green Infrastructure Parameter Plan.</i>

**C. Spatial Principles**

The Spatial Principles have been established for this Outline Planning Application and should be read in parallel with the Parameter Plans and the rest of this Development Specification.

Following any Outline Consent, each Key Phase, amount of development, Design Codes, and Reserved Matters application will need to conform with the following Spatial Principles.

<b>SPATIAL PRINCIPLES</b>	
<b>Ref</b>	<b><u>Land Use</u></b>
<b>SP1</b>	<p><b>Extent of Built Development Area:</b></p> <p>The maximum extent of built development areas is as shown on Parameter Plan 01.</p> <p>Where the edge of the built development area abuts the proposed green infrastructure, there may be opportunities through detailed design to vary the linearity of these edges to respond to the orientation of buildings, frontages and boundary treatments, and landscaping.</p> <p>The detailed edge treatment at the interface between built development and open space will be defined through Key Phase Design Codes and Reserved Matters Applications but will not extrude into the open space beyond the boundaries shown on the Parameter Plan. This sets out the maximum extent of built development.</p>
<b>SP2</b>	<p><b>Offsets from Existing Features:</b></p> <p>The following features within or in close proximity to the site are subject to a specific offset or approach to development. These are reflected in the extent of development shown in the Parameter Plans:</p> <ul style="list-style-type: none"> <li>(i) Built development will not take place over the Buncefield oil pipeline and associated easement. Roads may cross the pipeline.</li> <li>(ii) Built Development will adhere to the HSE Land Use Planning (LUP) Planning Policy around large-scale petrol storage sites (SPC/TECH/GENERAL 43) and Control of Major Accident Hazard (COMAH) Regulations (2015). The extent of built development shown on Parameter Plan 01 and proposed approach to the layout of commercial development as set out in</li> </ul>

	<p>the DAS has been reviewed by HSE to ensure that it meets best practice and safety regulations and adheres to HSE Planning Guidance and Development Protection Zones ('DPZ') restrictions.</p> <p>(iii) UKPN 11Kv overhead powerlines will be undergrounded. National Grid pylons and overhead powerlines will be retained. Development in proximity to the National Grid pylons and overhead powerlines will follow the principles set out in the National Grid 'Sense of Place' design guidelines.</p>
<b>SP3</b>	<p><b>Building Heights:</b></p> <p>Maximum building heights have been tested as part of the EIA in order to determine appropriate height limits and mitigate visual impact.</p> <p>The maximum building heights tested are shown on plan ref: EHUK_PRP_XXX_XXX_DR_T_00004 rev 08 and have informed the extent of built development shown in Parameter Plan 01.</p> <p>If necessary, a condition limiting overall building heights will ensure conformity with the maximum heights tested in the EIA. Further details on the range of building / storey heights for all uses (including landmark and gateway features and the A414 active travel bridge) will be included in Key Phase Design Codes and determined in Reserved Matters Applications.</p>
<b>SP4</b>	<p><b>Residential Development:</b></p> <p>The extent of residential land in each of the two new neighbourhoods is as shown on Parameter Plan 01. Residential uses include market and affordable housing, specialist accommodation for older people (extra care housing and nursing homes), supported living units for people with disabilities and children's homes).</p> <p>Within these areas local facilities to support new residents are also to be accommodated. Where necessary to define a particular part of the residential area within which such uses are to be accommodated, a 'hatched' area has been defined on PP01. Facilities include:</p> <ul style="list-style-type: none"> <li>(i) Local Centre (northern neighbourhood)</li> <li>(ii) Local Centre (southern neighbourhood)</li> <li>(iii) Primary School (northern neighbourhood)</li> <li>(iv) Two Primary Schools (southern neighbourhood)</li> </ul> <p>The specific extents, orientation and degree of co-location for each of the above uses within the 'hatched' areas will be identified through Key Phase Design Codes and determined through Reserved Matters Applications.</p>

	<p>Existing, non-listed buildings that form part of Westwick Row Farm are included within the extent of development and the hatched area for the southern local centre to strengthen the relationship between new development and the listed farmstead buildings and reinforce their role within the network of community and commercial uses. Non-listed buildings within this area may be retained and repurposed or may be demolished.</p>
<p><b>SP5</b></p>	<p><b>Local Centre Facilities:</b></p> <p>Two local centres are proposed within the development, a larger centre in the northern neighbourhood and a smaller centre in the southern neighbourhood as shown on Parameter Plan 01.</p> <p>Local centres will meet day to day needs of residents and will be well-connected within their neighbourhoods, so they are easily accessible for pedestrians, cyclists and bus passengers and prioritise active travel over private vehicular access. They will be co-located with schools, accessible from the STC and within 400m of a bus stop and/or mobility hub.</p> <p>Retail and other services will be located primarily within these defined local centres and at existing farmsteads at Wood End Farm and Westwick Farm.</p> <p>Community and leisure facilities will primarily be located within the two local centres, and are expected to include:</p> <ul style="list-style-type: none"> <li>(i) multi-purpose community centres;</li> <li>(ii) leisure uses/gyms/health facilities;</li> <li>(iii) nurseries/creches;</li> <li>(iv) Outdoor space for informal community events.</li> </ul> <p>Ancillary supporting uses to support the employment uses within the commercial development area will be provided close to the Mobility Hub to maximise their employee catchment and accessibility from local walking and cycling networks.</p> <p>Within neighbourhoods, smaller 'community cores' are proposed, comprising a central space for gathering and/or play which may include a small community shop/building or cafe. The distribution and exact location of these 'cores' with the neighbourhood areas will be identified through Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP6</b></p>	<p><b>Medical Centre:</b></p> <p>The development makes provision for on-site healthcare provision by way of a new medical centre within the northern neighbourhood local centre, in line with local plan policy. It will accommodate primary and secondary healthcare provision.</p>

	<p>The medical centre will be at a location within the local centre which maximises its accessibility for walking, cycling and for public transport services.</p> <p>The timing of its delivery will be set out in the s106 (legal) agreement attached to the Outline Permission. Further design details will be included in the relevant Key Phase Design Code, with reference to HCC Guidance, and determined through Reserved Matters Applications.</p>
<p><b>SP7</b></p>	<p><b>Education Provision:</b></p> <p>The development makes provision for the following school sites in line with local plan policy:</p> <ul style="list-style-type: none"> <li>(i) An eight-form-entry secondary school in the northern neighbourhood (site shown on Parameter Plan 01);</li> <li>(ii) One three-form-entry primary school plus Early Years in the northern neighbourhood (location within the area shown on PP 01);</li> <li>(iii) One three-form-entry and one two form-entry primary schools both with Early Years within the southern neighbourhood (locations within the areas shown on PP 01).</li> </ul> <p>The timing of delivery of schools will be set out in the s106 (legal) agreement attached to the Outline Permission. Further design details for the schools will be included in Key Phase Design Codes, with reference to HCC Guidance, and determined through Reserved Matters Applications.</p>
<p><b>SP8</b></p>	<p><b>Specialist Housing Provision:</b></p> <p>In addition to affordable housing, there are a number of specialist housing types to be provided in line with the requirements set out in the local plan. In terms of their location:</p> <ul style="list-style-type: none"> <li>(i) Extra Care housing and Nursing Homes are an integral part of creating balanced and mixed neighbourhoods. Extra Care facilities will be co-located with local centres and/or primary schools and within 400m of a bus stop and accessible on foot and by bicycle. Locations for homes for later living may be close to local centres but can also be accommodated in alternative locations to provide choice for the wide range of purchasers who may take up these types of homes.</li> <li>(ii) Supporting Living: co-located with local centres and/or primary schools, within 400m of a bus stop and accessible on foot and by bicycle.</li> <li>(iii) Children’s Homes: located within 400m of a bus stop and accessible on foot and by bicycle.</li> </ul>

	<p>The timing of delivery of this housing will be set out in the s106 (legal) agreement attached to the Outline Permission. Further design details will be included in the relevant Key Phase Design Code, with reference to HCC Guidance, and determined through Reserved Matters Applications.</p>
<p><b>SP9</b></p>	<p><b>Affordable Housing:</b></p> <p>There is likely to be a variety of housing tenures provided as part of the overall Affordable Housing on-site to be provided in line with the requirements set out in the local plan. In terms of their provision:</p> <ul style="list-style-type: none"> <li>(i) The variety of tenures will be indistinguishable from market homes;</li> <li>(ii) Affordable homes will be 'pepper-potted' within neighbourhoods (in groups of no less than 15 units or as agreed with the Registered Social Landlord ('RSL') providers);</li> </ul> <p>The timing of affordable housing delivery and the tenure split to be provided will be set out in the s106 (legal) agreement attached to the Outline Permission. Further design details will be included in the relevant Key Phase Design Code, with reference to HCC Guidance, and determined through Reserved Matters Applications.</p>
<p><b>SP10</b></p>	<p><b>Gypsy and Traveller Pitches:</b></p> <p>Land for up to 40 gypsy and traveller pitches will be provided in line with the requirements set out in the local plan:</p> <ul style="list-style-type: none"> <li>(i) Up to 15-20 pitches in the northern part of the Commercial Development Area as shown on Parameter Plan 01;</li> <li>(ii) Up to 15-20 pitches within the residential built development area of the southern neighbourhood.</li> </ul> <p>Further details of the location and design of the pitches will be included in Key Phase Design Codes, with reference to guidance and best practice, and determined through Reserved Matters Applications.</p>
<p><b>SP11</b></p>	<p><b>Commercial (Employment) Uses - General Industrial/Storage and Distribution:</b></p> <p>The extent of land for commercial development (employment uses) is located in the central part of the site as shown on Parameter Plan 01. Within this area, Storage and Distribution (B8 use) and General Industrial (B2 and E(g)(i) and E(g) (ii) uses will be located towards the north. Key spatial principles for these uses include:</p> <ul style="list-style-type: none"> <li>(i) Buildings will be designed so their front doors and office functions face onto the STC;</li> <li>(ii) Limited visitor and disabled parking will be provided at the front of the buildings. The majority of the car parking, HGV loading/unloading and servicing will occur away from the STC.</li> </ul>

	<p>(iii) Buildings will be set within attractive landscape with generous tree, hedge and shrub planting and SuDs ponds, capable of supporting biodiversity.</p> <p>Further design details will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP12</b></p>	<p><b>Commercial Uses - Business use, Offices and Research &amp; Development:</b></p> <p>The extent of land for commercial development (employment uses) is located in the central part of the site as shown on Parameter Plan 01. Within this area, Business use, Offices and Research &amp; Development (E(g)(i), (ii) and (iii) uses) will be concentrated towards the south. Key spatial principles include:</p> <ul style="list-style-type: none"> <li>(i) Built form will comprise clusters of buildings connected by pedestrianised routes and open spaces;</li> <li>(ii) Any ancillary uses such as cafe and/or creche will be well located close to the Mobility Hub [MMTI] and/or pedestrian and cycle routes;</li> <li>(iii) A public space will be provided and will be located integral to the active travel network;</li> <li>(iv) Individual buildings will have limited car parking, located away from the STC and the centralised public space. A multi-storey car park will be provided.</li> </ul> <p>The layout of the southern area will safeguard the opportunity for future connections to the Listed building known as 'Breakspears' (located north-east of the existing National Highway depot) and will ensure the continued function of the access to the depot.</p> <p>Further design details will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP13</b></p>	<p><b>Repurposing of Existing Farmsteads:</b></p> <p>The existing farmsteads to be repurposed are show on Parameter Plan 01. Key spatial principles governing their repurposing include:</p> <ul style="list-style-type: none"> <li>(i) Retention and restoration of Listed buildings at Wood End Farm. Appropriate uses to include community, retail, food and beverage, visitor or office space related to the Country Park. Non-listed buildings may be retained and repurposed or may be demolished and replaced with buildings of a similar scale and rural character in order to retain the farmstead qualities. The central courtyard and surrounds will be repurposed to form part of the Country Park public realm, designed to be sympathetic to the historic setting while enabling use and activation of the cluster.</li> <li>(ii) Car parking for the Country Park will be provided close to Wood End Farm. The design of the car park will include generous landscape and tree planting to ensure its visual integration within its setting. A network of pedestrian/cycle/equestrian routes will provide onward access to the Country Park, including a pedestrian/cycle/equestrian crossing of the STC.</li> </ul>

	<p>(iii) Retention and restoration of Listed buildings at Westwick Farm. Appropriate uses to include community, retail, food and beverage and office space. Non-listed buildings within the historic courtyard may be retained and repurposed or may be demolished and replaced with buildings of a similar scale and character. The farmstead will form part of the southern local centre.</p> <p>(iv) Retention of Listed buildings known as 'Breakspears'. Appropriate uses to include community, retail, food and beverage, and office space related to the adjacent commercial uses.</p> <p>Further design details will be included in Key Phase Design Codes and determined through Reserved Matters Applications. In addition, works affecting Listed buildings will be subject to Listed Building Consent as required.</p>
<p><b>SP14</b></p>	<p><b>Setting of Wood End Farm Cottages:</b></p> <p>Wood End Farm Cottages are to be retained within the development. New development proposed to the east and west will ensure an appropriate design response, including new planting.</p> <p>The STC link and Bus Gate (see SP17) will run to the south of the Listed buildings and provide local access only to the Cottages and adjacent development parcels. In order to limit the potential impacts on the Listed building through changes to its setting, the detailed design and alignment of the STC link will respond to the Listed building's setting through appropriate measures such as the retention of suitable offset from the curtilage, appropriate STC link design and introduction of new planting north of the STC link to provide visual screening for the Listed buildings.</p>

New Ref	<b><u>Access, Transport and Connectivity</u></b>
<b>SP15</b>	<p><b>Site Access:</b></p> <p>Principal site access for vehicles will be achieved through three junctions from the existing road network:</p> <ul style="list-style-type: none"> <li>(i) into the northern neighbourhood, via the B487 Redbourn Road;</li> <li>(ii) into the southern neighbourhood, via the A4147 St Albans Road (including development parcels west of Westwick Row)</li> <li>(iii) access north and south from the A414 Breakspear Way.</li> </ul> <p>The existing vehicular access to Punchbowl Park industrial area will be retained.</p> <p>The A414 Breakspear Way junction will upgrade the existing A414/Green Lane junction and be compatible with potential future works to upgrade Junction 8 of the M1 motorway. Access to the existing Breakspear Park office building from Green Lane to the south of the A414 will be maintained.</p>
<b>SP16</b>	<p><b>Safeguarded Land:</b></p> <p>Land is safeguarded within the employment area as shown on Parameter Plans for the potential future construction of an M1 overbridge to form part of future works to an upgrade Junction 8 of the M1 motorway.</p>
<b>SP17</b>	<p><b>Sustainable Transport Corridor (STC):</b></p> <p>The STC provides the primary movement corridor through the site between the B487 (Redbourn Road), the A414 and the A4147 (Hemel Hempstead Road), providing connections to development areas.</p> <p>The purpose of the STC is to deliver a multimodal corridor through the site. Whilst catering for all vehicular movements at low speeds (30mph or less), the STC will prioritise active travel movements along its length and will ensure bus priority at junctions.</p> <p>Key spatial principles for the STC are:</p> <ul style="list-style-type: none"> <li>(i) The carriageway will be a minimum of 6.4 m wide (min 7.3m wide through the Commercial Area) unless localised junction design and priority measures necessitate otherwise;</li> <li>(ii) Pedestrian footpaths and cycle lanes will be segregated from the carriageway;</li> </ul>

	<ul style="list-style-type: none"> <li>(iii) Footpaths will be provided on both sides of the STC;</li> <li>(iv) Cycle lanes will be provided on one or both sides of the STC depending on the location;</li> <li>(v) No provision will be made for on-street car parking (on-street loading areas and disabled parking may be provided);</li> <li>(vi) Bus stops will be designed to be on carriageway where possible (Local Centres and Mobility Hubs may incorporate localised alternative arrangements);</li> <li>(vii) High quality landscape treatment including street trees and SuDs provision (including swales) will be integrated into the overall corridor;</li> <li>(viii) Regular marked crossing points will be provided to ensure safe pedestrian/cycle/equestrian movement.</li> </ul> <p>The alignment of the STC through the site will be designed to minimise ecological and environmental impact. The cross section of the STC will vary through the site depending on location. Further design details for the STC will be provided in Key Phase Design Codes and/or determined through Reserved Matters Applications.</p>
<p><b>SP18</b></p>	<p><b>Bus Only Access:</b></p> <p>As part of the STC infrastructure, Bus-Only access will be provided at the following locations as shown on Parameter Plan 03:</p> <ul style="list-style-type: none"> <li>(i) At the western edge of the site across Cherry Tree Lane to Spencer’s Park. This access will be controlled by modal filters, and will be available for cyclists and pedestrians but will not be available for vehicles other than buses and emergency vehicles;</li> <li>(ii) On Green Lane, directly south of the junction with the STC and Three Cherry Trees Lane. This access will be controlled by modal filters, and will be available for cyclists and pedestrians but will not be available for vehicles other than buses and emergency vehicles;</li> <li>(iii) At the northern edge of the site onto the STC/B487 Hemel Hempstead Road (Redbourn Road) west of the new access junction. This access will be controlled by modal filters with the position of the bus gate close to the junction with the B487 to allow cyclists and pedestrians, buses and emergency vehicles only to access this junction. South of the Bus Gate, the link to the STC will be available for all vehicles, cyclists and pedestrians and provide local access to the two development parcels north of the link plus Wood End Farm Cottages.</li> </ul>

<p><b>SP19</b></p>	<p><b>Safeguarding for future HERT<sup>1</sup> routing:</b></p> <p>Within the southern neighbourhood, the layout of residential development areas will facilitate a future link between the STC and the A414 to accommodate Bus-Only movements westbound from St Albans as part of the potential future HERT network.</p> <ul style="list-style-type: none"> <li>(i) The location of this link off the A414 will be positioned to avoid any impact on the existing or future noise bund that runs parallel and to the west of the M1/A414;</li> <li>(ii) The link will encompass a corridor comprised of a 6.3m carriageway plus segregated pedestrian footpaths to either side, and its alignment will be capable of accommodating westbound bus movements (eastbound HERT movements are expected to route along the A414 to the east of the M1).</li> </ul> <p>Because of the need for a residential street in this location with or without the link, the future STC link can be accommodated within the residential area without any material change to the quantum of residential development land or the character, density and housing typology envisaged for this location.</p> <p>The precise alignment and design of the link from the STC will be determined at Key Phase and/or through Reserved Matters Applications.</p>
<p><b>SP20</b></p>	<p><b>HGV movements:</b></p> <p>HGV movements between the employment area and northern residential area will be restricted. The details of the size of HGVs to be prevented along with details of control will be determined at Key Phase and/or Reserved Matters Stage.</p>
<p><b>SP21</b></p>	<p><b>Nickey Line:</b></p> <p>The existing Nickey Line runs through the northern neighbourhood as shown on the Parameter Plans and already provides an active travel route through the site as part of a wider transport network. Key spatial principles for its integration with new development, movement networks and green infrastructure include:</p> <ul style="list-style-type: none"> <li>(i) The STC will cross and connect to the Nickey Line via an at-grade crossing. A controlled crossing point will be provided to enable prioritised pedestrian and active travel movements using the Nickey Line at this junction;</li> <li>(ii) An additional connection point will be provided south from the Nickey Line to the proposed Country Park to the east of the STC as shown on Parameter Plan 03;</li> </ul>

<sup>1</sup> HERT = Hertfordshire-Essex Rapid Transit

	<p>(iii) The existing connection between the Nickey Line and Cherry Tree Lane (which is to become a Quietway) will be maintained;</p> <p>(iv) The existing form of the Nickey Line (including vegetation) will be preserved where possible whilst at the same time facilitating safe and convenient access for pedestrians and cyclists.</p> <p>Further design details relating to the integration and interpretation of the Nickey Line will be included in Key Phase Design Codes and/or determined through Reserved Matters Applications, and will take into account the guidance relating to Character Area 5 of the HGC Nickey Line Vision Report (March 2025).</p>
<p><b>SP22</b></p>	<p><b>Pedestrian, Cycle and Equestrian Routes:</b></p> <p>A network of pedestrian and cycle routes and safe crossing points will be provided throughout the development to prioritise local journeys made on foot or bicycle and to support trip internalisation and enable easy access to key local facilities and services.</p> <p>Existing Public Rights of Way (PROW) will be retained; where diversion proves necessary and desirable to ensure full integration into the wider pedestrian and active travel network, the length of the diversion will be minimised. The surfacing of some PROWs will be enhanced if appropriate.</p> <p>Within the open space network new equestrian routes will be introduced as part of the network of leisure routes and connections within and between different parts of the development</p> <p>New equestrian routes will be provided within the Country Park / SANGs area in the northern neighbourhood and within the southern neighbourhood. Pegasus crossings will be provided at the B487 Hemel Hempstead Road (Redbourn Road) to facilitate safe crossing between Cherry Tree Lane and Holtsmere End Lane.</p> <p>These routes will be defined within each Key Phase, designed in accordance with BHS / HCC Standards and determined through Reserved Matters Applications. In addition, works affecting PROW will be subject to Diversion/Stopping Up Orders as required.</p>
<p><b>SP23</b></p>	<p><b>A414 Bridge Crossing:</b></p> <p>A pedestrian and cycle bridge will be provided over the A414 to connect the southern neighbourhood with the employment area and link with onward connections to other parts of the development.</p> <p>While the principal purpose of the bridge will be to support and encourage active travel, the bridge and its landscape context will support the local plan objective of creating a high quality gateway entrance for those arriving into Hemel Hempstead along the A414 from M1 junction 8.</p>

	<p>The bridge landing points will be located within the zones shown in Parameter Plan 03 and will be designed as part of safe and attractive spaces, well related to cyclist and pedestrian desire lines.</p> <p>The bridge will form a seamless component of the wider active travel network. The southern ramp will be integrated into the planted bund and landscape area south of the A414 and connect onward to the STC and Valley Park pedestrian and cyclist links. The northern ramp will be designed in association with the southern commercial area and connect onward to the public square, primary mobility hub and the STC.</p> <p>Further design details will be included in Key Phase Design Codes and/or determined through Reserved Matters Applications.</p>
<p><b>SP24</b></p>	<p><b>Mobility Hubs:</b></p> <p>A series of Mobility Hubs will be provided within the development areas:</p> <ul style="list-style-type: none"> <li>• A Primary Mobility Hub (Multi-Modal Interchange/MMTI) will be provided within the southern commercial area on the STC, co-located with ancillary facilities provided for employees.</li> <li>• A Secondary Mobility Hub will be provided in each of the two local centres.</li> <li>• Tertiary Mobility Hubs will be located at intervals within the development.</li> </ul> <p>Secondary Mobility Hubs will be aligned with the location of new Local Centres and Community Cores. Bus routes will align with these hubs, offering interchanges between transport modes, such as bus to cycle and bus to walk. The majority of homes will be within 400m walking distance of a Mobility Hub or bus stop.</p> <p>The function and location of each hub within the hierarchy and their detailed design will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP25</b></p>	<p><b>Quietways:</b></p> <p>Sections of Hogg End Lane and Punchbowl Lane will become Quietways through the site as shown on Parameter Plan 03, whereby:</p> <ul style="list-style-type: none"> <li>• Priority will be provided to pedestrians and cyclists;</li> <li>• Vehicular access will be restricted to vehicles that require access to properties or for operational purposes (including emergency vehicles).</li> </ul>

	<p>The downgrading of these existing routes may include off site works to ensure effective operation of the Quietways. The method of restricting vehicles will be determined at Key Phase and/or Reserved Matters Stage, taking into account the characteristics of each route and needs of users.</p>
<p><b>SP26</b></p>	<p><b>HGC Green Loop Improvements:</b></p> <p>The following existing routes within the site as shown on Parameter Plan 03 form part of the HGC Green Loop:</p> <ul style="list-style-type: none"> <li>• Cherry Tree Lane between the B487 and Buncefield Lane</li> <li>• Westwick Row between Green Lane and A4147</li> </ul> <p>Along these routes:</p> <ul style="list-style-type: none"> <li>• Priority will be provided to pedestrians and cyclists;</li> <li>• Vehicular access will be restricted to vehicles that require access to properties or for operational purposes (including emergency vehicles).</li> </ul> <p>The downgrading of these existing routes may include off-site works to ensure effective operation of the Quietways.</p> <p>The method and location of restricting vehicles will be determined at Key Phase and/or Reserved Matters Stage, taking into account the characteristics of each route and needs of users.</p>
<p><b>SP27</b></p>	<p><b>Wider Connectivity:</b></p> <p>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.</p> <p>The alignment of these routes will take account of points of connection with the existing footpath and PROW network and will safeguard the opportunity to establish a pedestrian, cycle and equestrian connection from the Country Park north to the adjacent proposed park at North Hemel.</p>

	<p>The feasibility of the connection and its exact location and design will be determined at Key Phase and/or 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.</p>
<p><b>SP28</b></p>	<p><b>Car Parking:</b></p> <p>Car parking will be accommodated in line with the objectives of the local plan which supports the development of an appropriate parking strategy with lower than standard parking requirements (policy TRA4).</p> <p>Parking standards will be set at a level which supports the overall objective of reducing car use set out in local plan policy, and parking strategies will be shaped by the need to maximise internal journeys by non-car/active travel modes, public transport and shared transport.</p> <p>For each Key Phase, an appropriate parking strategy with lower than standard parking requirement will be submitted for approval and developed concurrently with design codes to ensure a cohesive approach.</p> <ul style="list-style-type: none"> <li>• For residential development, the level of parking provision (on and off plot) will be influenced by the density and form of development, accessibility to mobility hubs, public transport infrastructure and service provision;</li> <li>• For non-residential uses generating a need for parking, a parking strategy will be required which reflects the desire to reduce the use of private vehicles for journeys to work, taking into account each occupier’s requirements and the phasing of implementation. Travel Plans for each occupier will be required to be submitted at Reserved Matters stage in accordance with the Framework Travel Plan to demonstrate how the car parking provision meets the overall objective of reducing car use.</li> <li>• Off- plot car parking areas will be located and designed so that the land can be repurposed for other uses at a future date at a rate commensurate with falling levels of resident or employee car ownership.</li> </ul>
<p><b>SP29</b></p>	<p><b>Cycle Parking and Storage:</b></p> <p>All proposed land uses will include suitable provision of cycle parking / storage to encourage sustainable travel.</p> <p>Cycle parking will be provided within public areas for general use and within individual residential and employment plots as these are developed out.</p> <p>Cycle parking will be located to ensure it is easy and convenient for residents to make cycling their first-choice mode of travel and will be integrated into the detailed design of Mobility Hubs and provided at key bus stops.</p> <p>Further design details will be included in Key Phase Design Codes and determined through Reserved Matters Applications</p>

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	<b><u>Green Infrastructure</u></b>
<b>SP30</b>	<p>A connected network of green infrastructure and open space will be provided as shown on Parameter Plan 02. This includes:</p> <ul style="list-style-type: none"> <li>(i) Strategic and local open spaces to be used for multi-functional formal and informal recreation, sustainable drainage, new planting, biodiversity areas, play, allotments and community orchards and food growing.</li> <li>(ii) Suitable Alternative Natural Greenspace (SANG) delivered through: <ul style="list-style-type: none"> <li>a. a Country Park adjacent to the northern neighbourhood and south of the B487 Hemel Hempstead Road (Redbourn Road), including Wood End Farm;</li> <li>b. a Valley Park within the southern neighbourhood.</li> </ul> </li> <li>(iii) Incidental open spaces as part of the public realm within the extent of built development, providing amenity greenspace and informal local areas of play (LAP) at the local scale;</li> <li>(iv) Neighbourhood parks in both the northern and southern neighbourhoods: in the south this will be delivered as part of the strategic open space network and in the north this will be delivered within the extent of built development;</li> <li>(v) Neighbourhood Equipped Areas of Play to cater for all users: <ul style="list-style-type: none"> <li>a. close to Wood End Farm in the northern neighbourhood, with an opportunity to include adventure play as part of the wider Country Park offer; and</li> <li>b. adjacent to Westwick Farm in the southern neighbourhood.</li> </ul> </li> <li>(vi) Local Equipped Areas of Play, including informal and formal play opportunities within strategic open space and local amenity greenspaces within the extent of built development;</li> <li>(vii) Trees and woodland blocks: existing woodlands, trees and hedgerows to be generally retained outside of development zones where their condition and location make a positive contribution to the public realm, neighbourhood placemaking and the biodiversity of the site. Woodland blocks will be managed to ensure safe public use;</li> <li>(viii) Green corridors to connect and contribute to the open space network, safeguard existing vegetation, to provide active travel routes for pedestrians and cyclists, and to provide wildlife corridors;</li> <li>(ix) An earth bund with woodland planting adjacent to the M1 motorway (extent as shown on PP02) to provide noise mitigation within the northern and southern neighbourhoods;</li> </ul>

	<ul style="list-style-type: none"> <li>(x) Sports pitches including one pitch area within the southern neighbourhood and a sports hub and pitch area within the northern neighbourhood;</li> <li>(xi) Local centre squares in both the northern and southern neighbourhoods, providing car-free spaces within each local centre;</li> <li>(xii) A public square in the southern commercial area, to provide outdoor amenity space in a location integrated with the active travel network.</li> </ul> <p>Further design details will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP30(a)</b></p>	<p><b>SANG PROVISION</b></p> <p>The extent of Suitable Alternative Natural Greenspace (SANG) provision is shown on Parameter Plan 02 (Green Infrastructure). In line with Natural England guidance, SANG within East Hemel will include:</p> <ul style="list-style-type: none"> <li>(i) a mosaic of habitats to include woodland areas, grassland, wetland and marginal edge planting and local food production;</li> <li>(ii) natural and semi-natural green space, play areas, walking routes including loop paths;</li> <li>(iii) provision of safe and clear circular walking routes of at least 2.3 to 2.5km with clear wayfinding;</li> <li>(iv) allowing access for walkers and dogs, with space for off-lead exercise;</li> <li>(v) low key visitor facilities;</li> <li>(vi) provision of car parking where the catchment of the SANG area exceeds 400m walking distance;</li> </ul> <p>For the SANG area within East Hemel North:</p> <ul style="list-style-type: none"> <li>(vii) from a noise management perspective, will include a minimum 50m wide area of new woodland planting running alongside the eastern boundary of the application site adjacent to the motorway to provide a suitable eastern edge for the SANG. This will include a mix of native woodland species including some evergreen species;</li> <li>(viii) the western extent of the woodland planted area will be designed with a curved naturalistic edge to provide an interesting and varied fringe to the wider SANG area to the west;</li> </ul> <p>SANG delivery will be phased in a proportionate manner alongside new development in line with policy requirements.</p> <p>The phasing of SANG will be agreed via condition, and details of each SANG area will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>

<p><b>SP31</b></p>	<p><b>Open Space Standards:</b></p> <p>The following open space standards will apply:</p> <ul style="list-style-type: none"> <li>(i) SANG will be provided at 8ha per 1000 population. For the purposes of calculation, average household size is assumed to be 2.4 persons per dwelling (for C3 use class and extra care units) based on Natural England calculator.</li> <li>(ii) At least 15.3sqm of amenity green space per person.</li> <li>(iii) At least 34.6sqm of natural and semi-natural green space per person.</li> <li>(iv) At least 7.1sqm of parks and gardens per person.</li> <li>(v) At least 4.5sqm of allotments per person.</li> <li>(vi) At least 0.6sqm of children’s play per person.</li> <li>(vii) Sports pitch provision in line with Sport England guidance to include grass pitches, artificial pitches, tennis courts and multi-use games area. Ancillary uses including changing facilities, equipment storage and car parking.</li> </ul> <p>Details of the location and design of the open space will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP32</b></p>	<p><b>Accessibility Standards for Open Space:</b></p> <p>The following accessibility standards will apply:</p> <ul style="list-style-type: none"> <li>(i) All built development will be within 1000m of a Neighbourhood Equipped Area for Play (NEAP) and 400m of a Locally Equipped Area for Play or have access to natural play space offering quality informal play opportunities which cater to youngest child age groups and can be unequipped, in line with FiT guidance.</li> <li>(ii) All built development will be within 480m of amenity greenspace.</li> <li>(iii) All built development will be within 720m of natural or semi-natural greenspace.</li> <li>(iv) All built development will be within 710m of parks and gardens.</li> <li>(v) All built development will be within 1000m of allotments or community food growing areas.</li> </ul>

<p><b>SP33</b></p>	<p><b>Edge Landscapes:</b></p> <p>Edge landscapes are shown on Parameter Plan 02. The following spatial principles will apply:</p> <ul style="list-style-type: none"> <li>(ii) Min. 15m wide buffers around existing woodland areas;</li> <li>(iii) Min. 10m wide landscaped edges to existing properties, to safeguard retention of existing vegetation within the curtilage boundaries and to filter views and soften the edges between new development and existing properties. Where dwellings are within the Site boundary or where adjacent residential properties are uninhabited or derelict, edge landscape would not be required.</li> <li>(iv) Hedges within the Site to be retained will include buffers of min. 4m either side of the centreline, except where these include trees where the buffers will need to be wider according to the root protection areas (RPAs).</li> <li>(v) Min.15 – 20m structural planting to the eastern boundary of the Commercial Development Area to soften and filter views of new development from sensitive visual receptors identified in the Landscape and Visual Impact Assessment (LVIA)</li> <li>(i) Min. 20m landscape edge from the back of the highway to the development edge along A4147 Hemel Hempstead Road where any hedgerow or tree loss is required to accommodate a new junction.</li> <li>(ii) Noise bunds to the M1 edge will be vegetated including woodland, scrub and grassland planting.</li> <li>(iii) Edge landscapes will comprise grassland and structural planting including new tree and hedge planting, except where it includes existing retained vegetation root protection areas.</li> <li>(iv) Support ecological connectivity around site perimeters.</li> </ul> <p>A planted woodland and biodiverse planting will be introduced at the western boundary of the Commercial Development Area within the Buncefield Development Proximity Zone (DPZ), which will also provide screening against the Buncefield industrial edge. This will be managed for the benefit of nature conservation with limited public access, in line with the HSE advice and to contribute to on-site BNG through the creation of habitats with limited disturbance from human activity.</p> <p>The land east of the M1 where drainage ponds are proposed will include biodiverse planting including grassland, marginal planting, hedges, planted woodland and will be designed as a habitat creation area with public access limited to PRoWs. Design details for edge landscapes will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP34</b></p>	<p><b>Habitat Connectivity:</b></p> <p>Primary locations where habitat connectivity across the STC are shown on PP02. The following spatial principles will apply:</p>

	<ul style="list-style-type: none"> <li>(i) Features will comprise amphibian passes, 600mm pipes suitable for badgers/small animals, or larger underpasses suitable for a range of fauna, as appropriate and relevant to the context;</li> <li>(ii) Features will be integrated with existing and newly created landscape to promote their use and help funnel species to/from these features;</li> <li>(iii) Where necessary/appropriate fencing, kerbing and other infrastructure (e.g. amphibian friendly gulley pots) will be used to assist funnelling and safe passage;</li> <li>(iv) Lighting and sources of wider disturbance will be minimised/avoided where possible;</li> <li>(v) 'Hop-overs' / 'fly-overs' may be employed around these locations, where appropriate (albeit wider locations may be deemed more suitable/effective for promoting safer passage for celestial species).</li> </ul> <p>Further details will be included in Key Phase Design Codes and determined through Reserved Matters Applications.</p>
<p><b>SP35</b></p>	<p><b>Water Management:</b></p> <p>Water management will be approached in a holistic manner for the Proposed Development. A sustainable water management system will manage the site surface water run-off, the flood risk associated with existing overland flow routes and retain water, for use on site. Key spatial principles for the sustainable drainage system will include:</p> <ul style="list-style-type: none"> <li>(i) Multi-function stormwater attenuation basins ('ponds') integrated in topography and landscape, including permanent water to achieve biodiversity and amenity value;</li> <li>(ii) Conveyancing of surface water via a network of open ditches, swales and rain gardens planted with flood and drought resistant species, including along streets where appropriate, to control run-off and diffuse urban pollutants at source before discharging to attenuation basins;</li> <li>(iii) The use of permeable surfaces and similar methods within the built areas to reduced run-off;</li> <li>(iv) The use of underground pipes when necessary, including the conveyance of surface water underneath the M1 motorway.</li> </ul> <p>Within the green infrastructure, sustainable drainage features will be incorporated into the landscape strategy for the site and coordinated with existing surface water flooding overland flow routes. Further design details will be included in Key Phase Design Codes and/or determined through Reserved Matters Applications.</p>
<p><b>SP36</b></p>	<p><b>Design of Ponds:</b></p>

	<p>Ponds are a central feature of the sustainable water management strategy for the site and are designed to be “multi value” (they provide mitigation and benefit for a number of purposes including drainage, ecology, landscape and amenity value).</p> <p>The location of multi value ponds is shown on PP02, delineated for those which are connected as part of the proposed SuDS system and those which perform a standalone (offline) function.</p> <p>Key spatial principles for these features include:</p> <ul style="list-style-type: none"> <li>(i) Multi-functional, cascading open water attenuation ponds nested in the valleys will attenuate stormwater runoff before discharge to the existing surface water sewers. These ponds will include permanent water to enhance their landscape quality and support a varied range of ecological habitats.</li> <li>(ii) Ponds have been integrated within the green infrastructure to enhance the landscape, biodiversity, remove diffuse urban pollutants and contribute to climate resilience and environmental quality</li> <li>(iii) The permanent water area of the proposed ponds will be lined to retain water for biodiversity and landscape value in addition to preventing concentrated infiltration, as agreed with HCC LLFA. The remaining margins of the proposed ponds are proposed to remain unlined. These extents are proposed to support slow infiltration through the Clay-with-Flints where contamination is low (subject to further testing and assessment).</li> <li>(iv) The sustainable drainage strategy proposes a series of ponds to be arranged across the site catchments in the cascading arrangement within the low-lying valleys. Typical pond configurations include benching provided for marginal wetland planting and dedicated permanent water, and will comprise: <ul style="list-style-type: none"> <li>• at least 0.4m depth for the 1:100 +40% event and 0.6m depth for the 1:30 +35% event;</li> <li>• maximum water depth in all ponds will not exceed the 2m maximum outlined in the CIRIA SuDS Manual C753 [5] for the 1:100 +40% cc storm (depths in the 1:30 +35%cc will be shallower);</li> </ul> </li> <li>(v) Floodable extends for the 1:100 and 1:30 events will be floodable meadows that form part of the public open space network outside times of flood, with edges designed to include sections with accessible gradients. As ponds are arranged in the low-lying valley areas they need to provide adequate space for overland flows. Ponds are separated from the proposed dedicated overland flow corridor to ensure the safe conveyance of off-site generated surface water.</li> </ul> <p>Further design details will be included in Key Phase Design Codes and/or determined through Reserved Matters Applications.</p>
<p><b>SP37</b></p>	<p><b>Bunds:</b></p>

	<p>The extent of the planted bund within each of the northern and southern neighbourhoods is shown on PP02. These bunds are designed to protect uses considered sensitive receptors to noise and air quality from the M1 motorway and the A414.</p> <p>Key spatial principles include:</p> <ul style="list-style-type: none"><li>(i) Bunds will be constructed using fill material from within the site and will be effective prior to occupation of affected uses;</li><li>(ii) Bunds and any necessary acoustic fencing will be integrated into the landscape design and will function as areas for wildlife and biodiversity.</li></ul> <p>Further design details will be included in Key Phase Design Codes and/or determined through Reserved Matters Applications.</p>
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<b><u>Comprehensiveness and Integration with Hemel Hempstead</u></b>	
<b>SP38</b>	<p>A comprehensive development of the three component parts of the Application Site and their integration with Hemel Hempstead will be facilitated through:</p> <ul style="list-style-type: none"> <li>(i) Four points of road connection for all modes (B487 Hemel Hempstead Road (Redbourn Road), A4147, A414 access north and south) and one additional point of connection for buses at Spencer’s Park;</li> <li>(ii) A Sustainable Transport Corridor (STC) TC connecting all parts of the development, prioritising bus, pedestrian and cycle movements over private vehicles;</li> <li>(iii) Pedestrian and cycle connections to Cherry Tree Lane, Green Lane, Westwick Row and Buncefield Lane;</li> <li>(iv) Connections via B487 to proposed development at North Hemel to the north;</li> <li>(v) Local centres and schools located adjacent to the active travel network and within 400m of a bus stop;</li> <li>(vi) Mobility Hubs [MMTIs] to facilitate transport interchange including bus services travelling beyond the site;</li> <li>(vii) Safeguarding for future HERT services through the southern neighbourhood;</li> <li>(viii) Accessibility to micro-mobility measures such as cycle hire schemes and scooters.</li> </ul> <p>In addition, a package of off-site measures has been identified which will facilitate active travel, pedestrian and cycle movement with the site’s surroundings and key local destinations. Details of these off site works and the mechanism for their delivery will be set out in the s106 (legal) agreement attached to the Outline Permission.</p>
<b><u>B487 Corridor</u></b>	
<b>SP39</b>	<p><b>Overall Approach:</b></p> <p>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.</p> <p>The highway works will be set within a wider landscape and built form context as part of creating a high-quality gateway. Overarching spatial and design principles governing the design of the gateway and B487 corridor include:</p>

<ul style="list-style-type: none"><li>• 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;</li><li>• 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;</li><li>• Biodiverse planted verges which can incorporate SuDS features such as swales.</li></ul> <p>Spatial principles for specific parts of the corridor are set out below.</p> <p>(i) East of the main junction, along the park frontages, landscape will:</p> <ul style="list-style-type: none"><li>a. have regard to the semi-rural character of the B487;</li><li>b. be of a semi-natural quality reflecting the character of the adjacent open spaces and supporting biodiversity along the corridor;</li><li>c. retain existing boundary hedgerow and trees where possible, with compensatory planting if needed to replicate the existing tree line/hedgerow character;</li><li>d. where space permits, supplement existing landscape with new tree planting behind hedgerows to reflect the character of the adjacent proposed parks.</li></ul> <p>(ii) At the main junction:</p> <ul style="list-style-type: none"><li>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;</li><li>b. announce the sense of arrival through choice of tree planting, boundary fencing and appropriate signage;</li><li>c. include biodiverse meadow planted verges alongside hedges and trees;</li><li>d. complement the use of street trees along the STC.</li></ul> <p>(iii) West of the junction:</p> <ul style="list-style-type: none"><li>a. use of appropriate building forms to mark and frame the junction;</li><li>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;</li></ul>
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	<ul style="list-style-type: none"><li>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;</li><li>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.</li></ul> <p>(iv) At the Wood End Cottages frontage:</p> <ul style="list-style-type: none"><li>a. the existing set-back from the Cottages (Listed Buildings) will be maintained as part of reinforcing an enhanced continuous green frontage;</li><li>b. the southern cycle / footpath will run to the south of the existing hedge, within the setback, avoiding retained existing tree root protection areas;</li><li>c. access to the Cottages from the B487 will be maintained until such time as a new access from the STC is provided.</li></ul>
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