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# **CORE STRATEGIES SUPPLEMENTARY ISSUES AND OPTIONS PAPER**

## **GROWTH AT HEMEL HEMPSTEAD**

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**November 2006**

**Reason for publication of the Issues and Options Paper:**

**To consult you on the potential growth of Hemel Hempstead.**

Fundamental changes to the East of England Plan are recommended in an independent report following an examination of the draft Plan. Major growth is proposed at Hemel Hempstead requiring new building in the Green Belt in Dacorum and St Albans. Both councils disagree with this aspect of the recommendations. However if approved by Government the councils will be required to implement the final East of England Plan and achieve the best form of development possible.

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This publication is about **Core Strategy. Supplementary Issues and Options Paper. Growth at Hemel Hempstead**. If you would like this information, or you would like to contact the Council in any language not listed above, please call 01442 867213.

**If you would like this information in another format, such as large print or audio tape, please call 01442 228660 or for Minicom only 01442 867877.**

這刊物向你諮詢有關對Hemel Hempstead 有更多的房屋及經濟就業增長的意見。如果你需要以你的母語寫成的資料，或有任何問題需要聯絡政府，請致電 01442 867212 查詢。

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## **Tell us what you think....**

This document has been published for consultation. Your comments are welcomed between 29<sup>th</sup> November 2006 and 19<sup>th</sup> January 2007. The consultation has been organised by Dacorum Council on behalf of itself and St. Albans City and District Council.

Any comments you wish to make should be sent to the Development Plans team at Dacorum Council and should be received no later than 4.45 p.m. on 19<sup>th</sup> January 2007.

All comments will be copied to and fully shared with St Albans Council. Please do not send any comments to St Albans Council.

A questionnaire is available to assist you. Where possible we would appreciate comments being submitted online using Dacorum Council's specially designed web page [www.dacorum.gov.uk](http://www.dacorum.gov.uk).

Comments can also be posted, faxed or e-mailed to:

**Online** [www.dacorum.gov.uk](http://www.dacorum.gov.uk)

**By Post** Development Plans Planning and Regeneration  
Dacorum Borough Council  
Civic Centre  
Marlowes  
Hemel Hempstead  
Herts HP1 1HH

**By Fax** 01442 228771

**By E-Mail** [development.plans@dacorum.gov.uk](mailto:development.plans@dacorum.gov.uk)

A separate sustainability appraisal report has been prepared on an independent basis by consultants for the Councils, C4S and Halcrow. This document appraises the environmental, social and economic implications of the options. Although we have not prepared a consultation form, your comments on the sustainability appraisal report are welcome: they may be sent by post, fax or e-mail.

Full copies of the sustainability report and main Issues and Options Paper are available on Dacorum Council's website [www.dacorum.gov.uk](http://www.dacorum.gov.uk), at Dacorum Council offices and in libraries.

**If you have any questions** regarding this document, please contact a member of the Development Plans team on 01442 228660 or via the above e-mail address.

You may also wish to contact Philip Bylo in the Planning Policy team at St Albans Council on 01727 819451.

**All responses will be considered by the councils** in order to:

- a) help prepare our submissions on the East of England Plan (see Chapter 2);
- b) help progress our Core Strategies (which comprise our main planning policies)

How your comments will contribute to our Core Strategies will depend on the final form of the East of England Plan and the particular level of development that must be accommodated and any further advice on distribution of that development. This will become very clear around the middle of 2007. We will then advise you further, as to the processes we shall follow to implement the East of England Plan.

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# 1. INTRODUCTION

In May 2006 Dacorum Borough Council published its Core Strategy Issues and Options Paper. The same month, St. Albans City and District Council separately published its Joint Core Strategy, Site Allocations, Development Control Policies DPDs and Sustainable Community Strategy Issues and Options Consultation Paper.

The Papers:

- introduced the new planning system and purpose of the Core Strategy and other Development Plan Documents (DPDs)
- set out draft visions for the future pattern of development in Dacorum and St. Albans, together with draft objectives for achieving these visions;
- discussed some of the social, economic and environmental needs and issues which could be addressed through planning policies in each district; and
- asked a series of questions about these issues

The questions in Dacorum Council's Paper referred to

- the location of development (and relative importance of Hemel Hempstead)
- the balance between jobs and homes
- the control of development in the Green Belt and open countryside
- the overall amount of housing
- how and where this housing should be accommodated
- the focus of economic development (and extent of regeneration in Hemel Hempstead).

The role of Hemel Hempstead was specifically raised. Feedback from the consultation is available in a separate document.

Key points are as follows:

- 82% of respondents felt that Hemel Hempstead should be the main focus for housing growth
- the remaining growth should be proportionately distributed throughout the district
- 59% said that if greenfield sites are needed, they should be identified at Hemel Hempstead
- 88% wished to see a spread of employment opportunities in Hemel Hempstead and across other settlements
- 70% said a balance between homes and jobs would be best achieved by retention of employment areas in all main settlements (rather than simply concentrating on Hemel Hempstead).

The questions within St. Albans Council's Paper raised similar issues: the Paper also specifically asked for comments on the East Hemel

Hempstead area. Comments were received from the major landowners, English Partnerships and the Crown Estate.

English Partnerships believes that the allocation of the key employment site at Three Cherry Trees Lane (referred to as Spencers Park) should be reviewed and residential use considered. The employment site could be relocated to an area alongside Breakspear Way (referred to as the East Hemel Gateway).

The Crown Estate believes there is a major opportunity to expand Hemel Hempstead towards the M1. It considers that the Buncefield incident should not unduly constrain decisions on the development potential of its land holdings as a large part is not close to the oil terminal.

## 2. THE REGIONAL PLAN

The East of England (Regional) Plan will provide strategic guidance for the councils to prepare local planning policies. The plans (local development frameworks) for Dacorum and St Albans must conform to the Regional Plan.

A crucial step in the preparation of the Regional Plan has been reached with publication of the Report by a Panel of Inspectors in June 2006. The Panel considered a debate on the draft Regional Plan prepared by the East of England Regional Assembly (EERA) and now recommends the Regional Plan to Government. It is the Government's responsibility to publish what it considers should be the Regional Plan: this will be presented in the form of Proposed Changes to the East of England Plan in December 2006.

The Panel Report contains some very important recommendations affecting Hemel Hempstead:

- The town is identified as a key centre for development and change
- 12,000 additional dwellings should be accommodated in Dacorum between 2001 and 2021, the majority at Hemel Hempstead
- Opportunities for brownfield development and redevelopment should be maximised in the town
- Urban extensions to the town are required (i.e. by building in the Green Belt)
- A review of the Green Belt jointly undertaken between Dacorum and St Albans Councils is needed: this should provide for growth beyond 2021 (i.e. to 2031) [which may mean around 6,000 dwellings<sup>1</sup>]
- The town should accommodate a significant share of the additional jobs allocated to the London Arc sub region (which stretches from Three Rivers to Broxbourne) to help regenerate the Maylands business area, revive business confidence following the Buncefield incident and boost the town centre
- The two councils must work with partners to deliver the growth and “make better provision for local residents in terms of health, education, employment and quality of life.”<sup>2</sup>
- The councils must determine the split of growth between the different administrative areas
- Growth can be achieved “without breaching environmental limits in terms of landscape and other factors”<sup>3</sup>

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Notes: <sup>1</sup> The Panel Report does not say how much land should be released from the Green Belt to accommodate growth between 2021 and 2031. Further guidance may be included in the final version of the East of England Plan in 2007. At this stage, it seems reasonable to make a provisional assumption that the proposed growth rate for Dacorum (i.e. 600 homes per annum) would continue after 2021, giving a total of 6,000 dwellings between 2021 and 2031

<sup>2,3</sup> Quotes are from the Panel Report : <sup>2</sup> p213/214 Note: <sup>3</sup> p84



- The green infrastructure network in the town is important and should be improved.

An extension of the Green Belt to compensate for land that may be removed could be considered. However there is no suggestion of a Green Belt review around any of the other towns or large villages in Dacorum.

Changes to a Regional Plan will not set out the local implications of major growth, particularly where it might be located around a town.

Neither Dacorum Borough Council nor St Albans City and District Council supported further general building development in the Green Belt. However, you should note that one council or both may be required to implement strategic decisions on growth it would rather avoid.

If that should turn out to be the case, the councils would need to be proactive and ensure that new building and the people living and working there integrate with the town. It is important that new development brings the appropriate infrastructure with it and helps meet existing deficiencies, if possible.

We are seeking your opinion on the potential level and location of growth at Hemel Hempstead. This will help us:

- (1) understand where community preferences lie
- (2) determine our formal response to the Proposed Changes on the East of England Plan (which may succeed in averting some or all of the consequences of growth we do not support)
- (3) implement the final Regional Plan.

The programme for consultation is set out below.

We hope you will respond to this Issues and Options Paper. You may, of course, also comment directly to the Government on the formal Proposed Changes.



### 3. THE CHALLENGE

Current housing completions are about 350 dwellings per annum, broadly in line with the current strategic target for Dacorum. To accommodate 12,000 dwellings (2001-2021) and a further 6,000 dwellings (2021-2031) would require a step change in provision – i.e. an average 600 dwellings per annum (2001-2031). Economic growth and provision of infrastructure would also need to be planned for. The scale of change would be substantial. Integrating new development within the existing town community and seizing opportunities to develop community infrastructure would provide separate additional challenges.

Dacorum and St Albans Councils will need to determine the case to present to the Government on the Proposed Changes to the draft East of England Plan. Both councils are likely to lodge formal objections if the Secretary of State (Government) agrees to the Panel's recommendations.

We do not believe it is sufficient in the light of the Panel's recommendations to do nothing and we are therefore sharing our understanding of the main implications of accommodating additional growth at Hemel Hempstead with you. Whatever development is eventually required in Dacorum and at Hemel Hempstead by the Regional Plan, it must be taken forward through new local plans (i.e. local development frameworks). This Issues and Options Paper presents the main options for accommodating the additional growth and can be regarded as an extension of consultation already undertaken on the Core Strategies for Dacorum and St. Albans.

We are very concerned about the potential loss of greenfield land and the publication of this Paper implies no commitment for or support of development options at this stage.

The key issues are:

- what the appropriate housing target should be for Dacorum between 2001 and 2021  
Is it the 7,100 level (based on urban capacity estimates and greenfield sites in the adopted Dacorum Borough Local Plan 1991-2011) which Dacorum Council put forward to the Panel, or some other? This particular level of housing does not include any land in St Albans.
- the level of additional development that could be planned for in Hemel Hempstead
- the amount of land that should be excluded from the Green Belt to meet housing and other needs arising between 2021 and 2031

- the relative merits of developing on greenfield and Green Belt sites<sup>1</sup> around Hemel Hempstead and whether to support any of these options:
  - a) from now to 2021; and
  - b) between 2021 and 2031.

Following a section introducing the town of Hemel Hempstead, the document sets out the key issues in two sections:

- a) Accommodating more development – primarily within the built up area through increases in ‘urban capacity’; and
- b) Urban extensions – i.e. the main choices for development in the Green Belt around Hemel Hempstead.

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Note: <sup>1</sup> Greenfield sites are sites which are undeveloped. The term is used to describe the character, appearance and use of land: it includes playing fields, allotments, agricultural land and open space within towns and large villages, as well as within the countryside. Not all greenfield sites are within the Green Belt. Green Belt is a policy designation and is defined in the development plan: the Green Belt around Hemel Hempstead is part of the Metropolitan Green Belt. Its purpose is to prevent the merging of settlements and general encroachment of built development into the countryside. The Green Belt boundary can be reviewed through a review of the development plan.

## 4. HEMEL HEMPSTEAD THE TOWN

Planning for additional development requires an understanding, or view, of the town as a whole. Feedback on the Dacorum Core Strategy Issues and Options Paper and Hemel 2020 Vision itself gives direction. The principles of sustainable development and high quality design listed in the (Dacorum) Issues and Options Paper were essentially supported.

Hemel Hempstead is a planned New Town. It was designed:

- a) around the Bulbourne and Gade Valleys where the open space structure and countryside boundary emphasised the valley form
- b) with a centrally located town centre containing important facilities such as shops and services, a bus station, hospital, police station and magistrates court, and there is a sports centre nearby
- c) with housing and supporting facilities, such as local centres, primary schools and community centres located in clearly defined neighbourhoods (the neighbourhood concept is described more fully below)
- d) to have a broad distribution of employment between the Gade valley (including the town centre) and the Maylands business area near the M1
- e) with a good standard of open space, or green infrastructure, throughout the town utilising the land form and tree cover to plan layouts [green infrastructure includes playing fields, informal open space, schools, woodlands, lakes, grazing land and the canal. The Urban Nature Conservation Study (March 2006) provides an assessment and a recommended strategy for incorporating biodiversity into a green infrastructure at Hemel Hempstead, with links to the countryside.]
- f) to integrate sensitively with older areas such as Boxmoor, Leverstock Green and the Old Town centre.

Change has inevitably occurred. Marlowes was originally designed to accommodate traffic but is now pedestrianised. New shopping centres have been built, i.e. Marlowes and Riverside. The town has particularly expanded to the north and east, i.e. Grovehill and Woodhall Farm neighbourhoods, and extensions to the Maylands business area since the original town masterplan. The former A41 through Apsley and Boxmoor has been bypassed and the M1 is being widened. Growth has brought prosperity and could again be promoted to do so in the future.

However, the main routes through the town converge on the Plough roundabout in the town centre. Traffic growth is a continuing concern and would be a downside of further development.

Water supply is a regional issue and not one acknowledged by the Panel to restrain growth at Hemel Hempstead. Whatever new development is planned will require water conservation measures and possible phasing in line with advice from and any infrastructure by the water supply company.

The NHS Trusts and Primary Care Trusts are changing the way healthcare is provided. One result is the need for a smaller hospital at Hemel Hempstead. Full Accident and Emergency services are being moved to Watford: other services may relocate there or to St Albans. We do not expect any growth of the town to affect these decisions. Dacorum Council opposes any loss of hospital services at Hemel Hempstead. Local facilities, particularly doctors' surgeries, may be needed to serve large housing developments.

Other services or town facilities may seek new sites and space to modernise: e.g. the Police are seeking a new custody centre (linked to a magistrates court); the town football club seeks space to grow; there is a demand for large (and smaller) meeting places for community and religious groups; park and ride facilities could be planned.

The County Council is undertaking a review of primary schools (ref Supplement to Background Paper on Social and Community Facilities). It is their policy that all primary schools should be at a full form entry level and that new primary schools should be two form entry. Current estimates of pupils identify spare classroom capacity and suggest the closure of a small number of schools. The review is taken into account in this Paper. New neighbourhoods may require new primary school provision, while in existing neighbourhoods some re-planning and release of school capacity is to be expected. There is currently scope for some expansion of existing secondary school capacity. The County Council has yet to advise on the thresholds for new secondary school provision.

The vision for the future is to reinforce the main planning and design principles of the original New Town, summed up as:

- Retaining the separate identity of the town;
- Enhancing the vitality and attractiveness of the town centre;
- Maintaining a balanced distribution of employment (with growth and rejuvenation in the Maylands business area);
- Maintaining the existing neighbourhood pattern;
- Making best use of the existing green infrastructure; with
- Any new development being:
  - based on the neighbourhood concept (see text in box below)
  - providing its own infrastructure; and
  - supporting relevant town-wide needs.

**Question 1: Do you agree these planning principles should be followed? YES NO**

***If you disagree, please give your reasons.***

Larger service facilities, particularly group practice health centres and secondary schools, meet the needs of several neighbourhoods rather than one or two. It is more cost effective for these facilities to be fully used than have a substantial amount of spare capacity.

**Question 2: Should the level of housing development that is supported be guided by threshold limits for these facilities? YES NO**

The scale of new development in the town centre and potentially around the town raises the issue of how the road infrastructure should be planned in the long term. In the 1990s a northern bypass was included among options for reducing congestion and relieving residential areas of traffic as part of the consultation leading to the Hemel Hempstead Transportation Plan (1995). A bypass would have had major environmental impacts and been expensive to construct. Public opinion was overwhelmingly against and the option was not pursued. The indicative alignment of the proposed bypass is reproduced in the Transport Study August 2006. Essentially it follows the edge of the town around Woodhall Farm, Grovehill and Gadebridge North, linking the Redbourn Road with the A41 at Bourne End.

Transport issues need to be investigated further. The local highway authority (the County Council) would not rule out a new bypass. A new Hemel Hempstead transport study could be carried out. If so, it would be able to assess the costs and benefits to the road network of a bypass. Private development around the town could not fund a project the scale and complexity of the bypass, and its implementation would require Government funding support. We would refer to seek local solutions and more limited infrastructure investment rather than a bypass to tackle the traffic issues. This approach would involve management of traffic demand and junction and possibly other highway capacity improvements: new roads would be planned with specific new developments. We could not guarantee there would be no localised congestion problems.

**Question 3: Should the issue of a northern bypass around the town be explored further? YES NO**

## THE NEIGHBOURHOOD CONCEPT

A typical residential neighbourhood has about 2,500 people in 1,000-1,100 dwellings. A neighbourhood is usually of sufficient size to require a one form entry primary school.

### **Key infrastructure needs:**

- Primary school (one form entry (1FE)) or access to primary schooling <sup>1</sup>
- Local shop(s) <sup>2</sup>
- Community hall/cultural facility
- Access to health facilities and secondary schooling
- Public open space and other green infrastructure (e.g. for biodiversity)
- New highways and links
- Access to passenger transport

### **Typical land areas**

Use	Size (in hectares)	Notes
Housing	25 – 27.5	At a net density of 40 dwellings per hectare
Public open space:		
- local use	3	On site
- playing fields and district use	4	On site or suitably located elsewhere
Primary School		
- one form entry	1.3	
- two form entry	2.3	

### **Typical distances to facilities and services <sup>3</sup>**

Facility	Distance (in metres)
Primary schools	600
Bus stop	400
Local shop	800
Community hall	800
Local park	400
Secondary school	1,500
Health facility	1,000

Notes: <sup>1</sup> There are many 1FE schools in the county. While one could be provided with a new neighbourhood, County Council education policy prefers new 2FE primary schools.

<sup>2</sup> Modern retail economics point to a scale of development bigger than a single neighbourhood to support a full local centre (on the original New town design). However a local convenience store (and perhaps other outlets) should be provided.

<sup>3</sup> Maxima used by Dacorum Council in Environmental Appraisal Update (August 2003) from an original source – ‘Sustainable Settlements’ by the University of West of England and Local Government Management Board.



## 5. ACCOMMODATING MORE DEVELOPMENT

### EMPLOYMENT GROWTH

The Employment Study (January 2005: Roger Tym) examined future employment needs within the Borough, as well as Watford and Three Rivers. It concluded that small amounts of industrial and office land could be lost in Dacorum to 2021. The oversupply of offices was more significant in the subregion of South West Herts as a whole, with the largest element of oversupply being in Three Rivers. To reach a subregional balance in the office market, Roger Tym commented that neither of the identified key employment sites, at Spencers Park (North East Hemel Hempstead) or Leavesden, would theoretically be needed.

The Panel's encouragement of employment growth affects these conclusions to a degree. Depending on the apportionment of growth to Dacorum, the main opportunities to accommodate new employment floorspace for Hemel Hempstead would be:

- To use up the existing small surpluses of employment land in Dacorum: this would include the development of a key employment site.

Hemel 2020 Vision looks towards the Gateway area (along Breakspear) Way rather than Spencers Park as the key employment site. Some land would also then be available for employment purposes between Buncefield Oil Terminal and new residential development.

While there would be some redevelopment of individual employment sites for housing and possibly other uses in Dacorum there would be no new loss of General Employment Areas.

- To encourage intensification of use upon redevelopment in the Maylands business area.
- To retain employment land in the town centre and the adjoining General Employment Areas and encourage intensification of use similarly.
- To develop land in the Green Belt east of the Maylands business area (in St. Albans District).
- To support the long term planned employment development at Leavesden (in Three Rivers District).

**Question 4: Which of the main opportunities for job growth do you support? Please indicate your preferences in order with 1 being the highest priority.**

***Using existing surplus employment land  
Intensification in Maylands business area  
Intensification in the town centre area***

***Extending into the Green Belt east of Maylands business area towards the M1 motorway  
Supporting development at Leavesden***

**HOUSING GROWTH IN THE TOWN**

Dacorum Council considers that its Urban Capacity Study (UCS) (January 2005: Llewellyn Davies) provides the best estimate for the level of dwellings that can be accommodated in Dacorum between 2001 and 2021. Estimates for new sites (for five dwellings or more) are based on design assessments and are considered sound. Densities assumed are high and in line with Government guidance. While what happens on an individual site may vary from expectations, the overall estimate evens out variations.

Delivering urban capacity estimates – i.e. actually providing the new housing – is a substantial challenge in itself. The range of issues to be addressed is growing, and land assembly is more difficult on smaller, more fragmented sites.

The first issue is whether the urban capacity estimate can reasonably be increased:

- (1) in extending the planning period to 2031
- (2) by identifying other (missing) development opportunities.

It is generally observed that windfall and other housing opportunities do continue to come forward, although major schemes (such as at Apsley Lock) cannot simply be repeated. The review of the Green Belt recommended by the Panel requires a long term view to be taken of urban capacity.

<b>Table 1 : Urban Capacity</b>		
	<b>Dacorum</b>	<b>Hemel Hempstead</b>
<i>Estimate 2001-2021</i>		
Urban Capacity Study <sup>1</sup>	5,521	3,521
Dwellings achievable per annum	276	176
<i>Estimate 2021 - 2031</i>		
	2,760	1,760
Notes: <sup>1</sup> This excludes greenfield sites and two major town centre sites, Kodak and the Civic Zone. The completions figure incorporated in the estimates has been revised slightly from the Urban Capacity Study 2005.		

Dacorum Council has assumed that the urban capacity rate for 2001-2021 can be sustained in the 10 years after 2021. More opportunities for housing would therefore have to be found through conversions, increased density on some sites through provision of flats and additional sites found for infilling and redevelopment. See Table 1. Further statistical information is given in Appendix 1.

The main options for additional housing are:

1) Higher density

The UCS looked extensively for development opportunities in residential areas and has assessed housing infill site opportunities. By itself this will increase the density of residential development in an area substantially. Higher density was assumed in the UCS in the more accessible locations, such as the town centre. On the other hand relatively low density (still between 30 and 50 dwellings per hectare) has been assumed on greenfield sites in the Local Plan. The Urban Design Assessment published in January 2006 recommends an urban design strategy for Hemel Hempstead which reflects accessibility, compatibility with identified local character and other factors. There is no strong basis on which to assume higher density in general, if schemes are to be reasonably compatible with their locations, particularly in residential areas. Implications of higher density would be taller, more tightly packed and often bulkier buildings, and less parking and amenity space. There would be less family accommodation in residential areas.

On the other hand there are indications from more detailed work on development briefs linked to the Local Plan greenfield sites that about a 10% average increase in the number of units (and density) is realistic. For example at the Manor Estate extension the number of dwellings has increased from 300 (as indicated in the Local Plan) to about 325.

(2) Further growth in the town centre

While the UCS already identifies some sites for development in the town centre, buildings could still be bigger. The key location is the Civic Zone. Estimates of building density and their implications are given in Table 2: we could now assume that scale 3 is achievable here. Refurbishment of the Kodak building (as part of an overall mixed use scheme) is more viable for housing than offices. There may also be additional land (previously unidentified). Decisions taken by the West Herts NHS Trust may result in the downsizing of the hospital and some release of land. Consequently, 1,600 additional dwellings could be planned on key town centre sites (instead of 475 assumed in the UCS for Kodak and the Civic Zone). This is a substantially greater scale of development than hitherto assumed and has its own consequences – higher buildings, less parking provision and very limited amenity space.

<b>Table 2: Scales of Housing Development in the Town Centre <sup>1</sup></b>			
<b>Scale</b>	<b>1</b>	<b>2</b>	<b>3</b>
Density (in dwellings per hectare)	35	70 <sup>3</sup>	125 <sup>4</sup>
Number of dwellings <sup>2</sup>	210	420	750
Scale of development <sup>2</sup> (number of storeys)	2-3	3-5	Up to 9
Proportion of flats (%) <sup>2</sup>	15%	50%	85%
Notes: 1. Example of Civic Zone Site, Combe Street to Queensway – an area of 6 hectares			
2. All figures are approximations			
3. Assumed in the Urban Capacity Study			
4. Levels suggested in the original submission by Thornfield, Dacorum's developer partner for the Civic Zone.			

(3) **Maylands Business Area and North East Hemel Hempstead**

Both locations would be included within the East Hemel Hempstead Town Gateway Area Action Plan and opportunities appraised more fully there. Estimates for targets for the location would be carried forward into the Action Area Plan.

Diversification in the Maylands business area as a business neighbourhood could incorporate an element of residential use. A notional target could be set, allowing for the encouragement of live-work units and mixed use (such as flats with a scheme of new shops and services). General residential development would not be appropriate and would undermine the economic base. However it may be possible to redevelop some existing employment land in a targeted area as well. This can be investigated through masterplanning work in the Maylands business area.

12 hectares at North East Hemel Hempstead adjoining Local Plan housing proposal sites could be made available for housing. All housing would be assumed to be located at least 350 metres from the Buncefield Oil Depot.

(4) Loss of Open Land

While no general loss is envisaged opportunities could arise through redevelopment of school buildings in the Primary School Review and relocation of the Town Football Club.

<b>Choices</b>	<b>2001-21</b>	<b>2021-31</b>	<b>Overall</b>
Higher density on Local Plan greenfield sites	107	-	107
Town centre growth	725	400	1,125
Target for Maylands business area	300	300	600
Land at North East Hemel Hempstead	350	-	350
Targeted loss of Open Land	250	-	250
<b>Total</b>	<b>1,732</b>	<b>700</b>	<b>2,432</b>

Note: <sup>1</sup> This is additional to the estimate in the Urban Capacity Study

Dacorum Council's assessment for accommodating additional housing in Hemel Hempstead is set out in Table 3. The estimates give an overall indication of what should be possible and should not be regarded as precise figures. If any element is not achieved it will have to be compensated for elsewhere.

**Question 5: Do you agree that the following options offer opportunities for more housing?**

	<b>Additional Opportunities</b>	<b>Reasonable Assessment of Capacity</b>
	<b>YES</b>	<b>YES</b>
• <b>Higher density on Local Plan greenfield sites</b>		
• <b>Major growth in the town centre</b>		
• <b>A housing target for Maylands business area</b>		
• <b>Use of greenfield land at North East Hemel Hempstead</b>		
• <b>Reuse of some Open Land</b>		

***If yes do you consider the estimates are reasonable? Please tick all that apply.***

*If no, please explain what you disagree with and why.*

**Question 6: Excluding land in the Green Belt, are there any other additional sources of housing opportunity that should be pursued? YES NO**

*If yes, please state what they are.*

## **DEVELOPING IN THE GREEN BELT**

How much Green Belt land would be needed to meet the Panel's recommended levels of development is dependent upon views of growth in the town. Table 4 gives an estimate of the level of housing that would have to be accommodated. The longer the time period for planning purposes the more land it has to be assumed would be required in the Green Belt. The shortfall stated in Table 4 to be made up in the Green Belt would be at Hemel Hempstead.

**Table 4: Dwellings to be built in the Green Belt**

	<b>2001-2021</b>	<b>2021-2031</b>	<b>2001 – 2031</b>
Target for Dacorum	12,000	6,000	18,000
Shortfall to be made up in the Green Belt	3,181	2,540	5,721
Dwelling capacity for Dacorum	8,819	3,460	12,279

Note: Appendix 1 (the Statistical Appendix) explains the estimates more fully. The targets for Dacorum are based on the Panel Report. For 2001 – 2021 the target is taken directly from the report; for 2021 – 2031, it is assumed that the rate of housing growth for 2001 – 2021 will simply be carried forward.

**Question 7: How much building should the councils support as being appropriate in the Green Belt? Please tick the appropriate box (or boxes).**

- ***The full amount needed to meet the Panel's housing and employment target(s)***
- ***Some building for:***
  - (a) housing purposes***
  - (b) employment purposes***
  - (c) other purposes (please specify)***
- ***None***

***Question 8: If the councils plan for some development (in the Green Belt), over what time period do you think this should be?***

- a) 2001 – 2021 (i.e. for the plan period only); or***
- b) 2001 – 2031***

## 6. URBAN EXTENSIONS

Options for broad directions of growth around the town are considered below (see Map 1). The scale is of new neighbourhoods, although it may be appropriate to accommodate some new housing within existing neighbourhood limits (see definition of Neighbourhood at the end of Section 4 above).

Minor changes to the Green Belt boundary are sometimes appropriate to:

- accommodate local needs (i.e. without general housing growth: the accommodation of a town stadium, for example, could be seen in this context); or
- create a better long term boundary on the ground.

These can be considered as necessary through Dacorum's Site Allocations Development Plan Documents.

Dacorum Council reviewed the Green Belt boundary at Hemel Hempstead in the 1990's when it prepared the Dacorum Borough Local Plan 1991 – 2011. The strategic plan (the Hertfordshire County Structure Plan) had identified 1,000 dwellings to be provided in the Green Belt at Hemel Hempstead (and on other greenfield land on the edge of the town). The proposals were controversial and resulted in substantial debate at a 14 month long Public Local Inquiry in 2000 and 2001. The Inspector's Report on the Inquiry contained recommendations for a number of Green Belt sites. The Council's sustainability appraisal in 'Environmental Appraisal: August 2003' reassessed these sites and helped guide the final Plan. The conclusions in both documents remain valid although the context for growth has changed in scale. The Appraisal broadly looked at:

- land quality (i.e. whether the land is damaged or previously developed)
- accessibility to jobs, shops and services
- physical and environmental constraints to development of the site
- physical and social infrastructure.

Dacorum Borough Local Plan could not and did not include any site in St. Albans district.

Consultants, Entec (for the Crown Estate) submitted the Gorhambury Estate Proposal, which is on land in St. Albans District, to the Examination on the Regional Plan. The proposal seeks development of 5–6,000 dwellings, extension of the Maylands business area and related development over a period of about 25 years (see Appendix 2 for a map outlining the proposal).



The Panel stated they are not committed to or support any landowner proposals. So all 'reasonable' options have to be considered.

However given the scale of growth at Hemel Hempstead to 2031 it is probable that some or all of the Gorhambury Estate Proposal is implied. The Gorhambury Estate Proposal is a published document which provides useful background. We have not specifically appraised it in considering options for the eastern side of the town.

There are a number of principles which can be used to guide the planning of a new neighbourhood, or the enlargement of an existing neighbourhood. We think the following principles are always important and should be assumed in 'good planning':

- sensitive recognition of natural and historic features and landform in new layouts
- avoiding or overcoming features which would be damaging to the occupiers (e.g. through noise or air pollution)
- ensuring that the local neighbourhood's needs are met
- providing good access to services (which are not part of the neighbourhood).

Often issues can be "planned out" (or resolved) but some constraints may be seen as overriding and effectively should prevent general building development.

The identification of constraints helps the process of selection of development locations. The following constraints are considered important by the councils:

- (1) The purpose of the Green Belt should not be undermined by
  - (i) merging of settlements; or
  - (ii) substantial intrusion into open countryside and development which is poorly related to the town.

- (2) There should be no building on the flood plain

Development is recommended to be directed to Flood Zone 1, not Zones 2 and 3, in Government Guidance in 'PPS 25: Development and Flood Risk'.

- (3) Public open space of town-wide importance should be retained.
- (4) There should be no building over historic, environmental and conservation designations (e.g. Sites of Special Scientific Interest, nature reserves and Scheduled Ancient Monuments)

Whilst these are normal constraints, accommodating a new neighbourhood into an area where there is a very high concentration of environmental designations is normally impracticable.

- (5) There should be no extensive building along prominent open countryside in the Gade valley and Bulbourne valley.

This would destroy a particular characteristic of the town. More limited, i.e. less extensive, development options might be judged differently.

- (6) Development should be a safe distance from hazardous installations.

Critical installations are:

- Buncefield Oil Terminal; and
- pipelines to and from the Terminal

The councils will take advice from the acknowledged experts, preferring that no decision implying development close to Buncefield or the oil pipelines is taken now.

Following the Buncefield incident in December 2005, advice is expected from the Health and Safety Executive in respect of a revised consultation zone and proximity of new development to the oil terminal. The process of considering the causes of the explosion through investigation by the Health and Safety Executive, followed by the Government's policy response, followed by revised advice on Buncefield by the Health and Safety Executive will take time. For now, we have assumed that no new residential development should be planned within 350 metres of the oil terminal, approximately double the current advised position.

There is also a review of risk attached to development adjoining oil pipelines and advice from the British Pipelines Agency is anticipated. On present advice, the pipeline is understood to present a layout constraint. However if substantial buffer zones are recommended to the councils, the existence of the pipelines could be of overriding importance.

- (7) Mineral resources should not be sterilised.

The Hertfordshire Minerals Local Plan identifies a sand and gravel belt affecting the south and eastern side of Hemel Hempstead. The Plan seeks to avoid mineral resources being sterilised by being built over, although there is no specific proposal for sand and gravel extraction here. This factor suggests postponement of development.

- (8) The extensive use of top quality agricultural land should be avoided.

Grades 1 and 2 agricultural land is considered top quality in a classification by the Ministry of Agricultural, Fisheries and Food. If soils are to be protected and agricultural production encouraged, the irrevocable loss of large areas of the more productive land should be avoided.

**Question 9: Do you agree with the constraints listed? YES NO**

***Please state:***

***(a) any constraints you disagree with***

***(b) any constraints you think should be added to the list.***

The options for urban extensions around Hemel Hempstead (which are generally indicated on Map 1) are assessed in terms of accessibility to existing services and facilities and in terms of important environmental complaints. The need for particular new infrastructure is also considered.

**MAP 1**

**ST. ALBANS**

**THREE RIVERS**

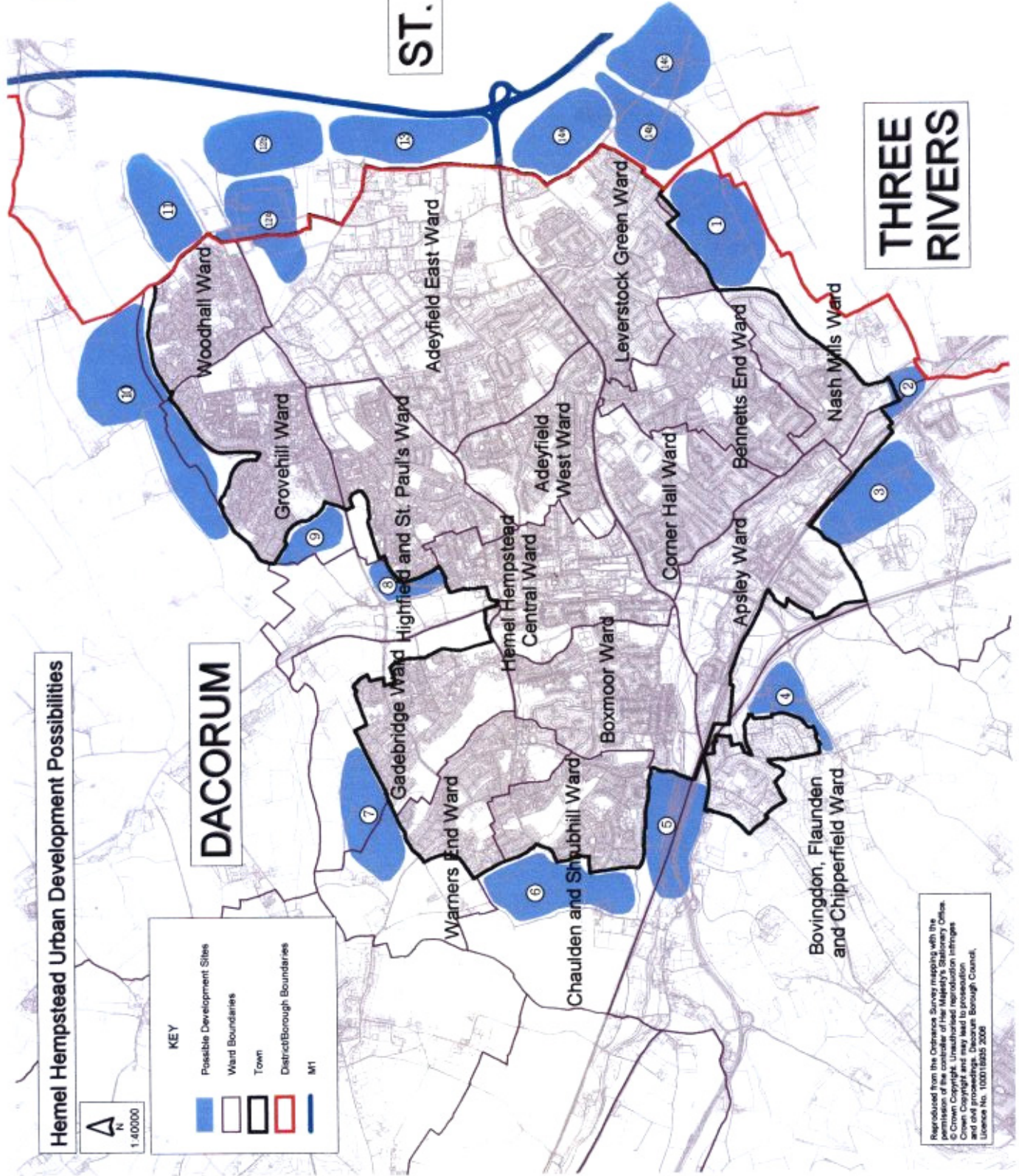
**Hemel Hempstead Urban Development Possibilities**

**DACORUM**

**A**  
N  
1:40000

**KEY**

- Possible Development Sites
- Ward Boundaries
- Town
- District/Borough Boundaries
- M1



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## [1] BUNKERS PARK

*See Maps 2 and 3 in Appendix 3.*

Bunkers Park is being developed as a country park. A large area has been transferred to Dacorum Council and is being managed for informal access. The land occupies part of a dry valley, a continuation of Long Deans Nature Reserve: it was formerly designated as a Landscape Conservation Area in an earlier Local Plan (Dacorum Borough Local Plan adopted 1995). Land in the ownership of English Partnerships (and within Proposal L2 in the Dacorum Borough Local Plan 1991-2011) is expected to come forward for a Caravan Club site and playing fields, which fit with the country park concept. These sites would be replacements for land lost in the East Hemel Hempstead Town Gateway area identified in Hemel 2020 Vision as a potential location for economic development. Bunkers Park falls within the sand and gravel belt, and is not otherwise constrained.

The area could physically accommodate a new neighbourhood.

Primary and secondary schools are relatively near, though beyond 600 metres. The County Council would probably opt to enlarge a local primary school from one to two form entry rather than accommodate a new school on site. Health facilities may need to be planned, as there is no provision at Leverstock Green.

Apart from Bedmond Road, road infrastructure is poor: providing new roads and/or widening lanes would obviously have a local impact. Passenger transport facilities would have to be planned. The area is more than 1 km from Apsley Station.

The area was proposed for residential development in the 1986 County Structure Plan Review but rejected following objections and an Examination in Public. It is feasible to resurrect this proposal, but is this right given the effort the community has put in to develop Bunkers Park since the mid 1990's as a country open space?

**Question 10: Do you support a new neighbourhood at Bunkers Park? YES NO**

## [2] NASH MILLS

*See Maps 2 and 3 in Appendix 3.*

Green Belt at Nash Mills could allow the expansion of this existing neighbourhood. While it has been assumed that development would only fall within Dacorum, there is no strong reason why, if development is supported, it should not extend into Three Rivers.

The Green Belt is narrow here. Development would lead to coalescence with the settlement of Rucklers Lane and/or housing in Lower Road to the south, thus effectively merging Hemel Hempstead with Kings Langley. The area falls in the sand and gravel belt within the Gade Valley where there have been significant gravel workings. Development in the valley bottom around the Grand Union Canal would

fall within the flood plain. The oil pipeline crosses the Gade valley close to the district boundary.

The area is within 1 km of Apsley Station and adjoins bus routes between Kings Langley and Hemel Hempstead. No new road infrastructure could be expected. The issue is the extent to which additional traffic generated from the development might increase difficulties on existing roads, particularly in Apsley (local centre).

Part of the area is within good access of:

- (a) a primary school
  - however Nash Mills is at capacity and significant new residential development in the neighbourhood would create a particular problem for new school children and planning for the county council.
- (b) local shops
  - however more convenient local shops and services at Hempstead Road have closed in the last two years.

The area is almost equidistant from existing and planned health facilities in Kings Langley, Bennetts End and Apsley.

Building proposals have been and are being suggested by landowners on parcels of land within the Green Belt at Nash Mills. Is the effect of building on the flood plain and merging of settlements sufficient to rule out new building here?

**Question 11: Do you support expansion of Nash Mills? YES NO**

**[3] SHENDISH**

*See Maps 4 and 5 in Appendix 3.*

The Shendish Estate lies on the south western slopes of the Gade valley. The parkland landscape incorporates a golf course and provides a setting for Shendish Manor (a listed building). The railway line provides a firm edge to the Green Belt and town beyond. Current vehicle access is via a narrow lane off London Road and crosses the narrow railway bridge.

A proposal was put forward on behalf of the landowners to the Local Plan Inquiry. This sought 300 dwellings and related development on about 14 hectares. The Inspector assessed the merits of the proposal in some detail. His main conclusion (from para 7.59.45 in his report) is that:

“...although the site would be well served by other modes of transport and well located in respect of most facilities and services it would not be a sustainable [site] overall because of the impact on the Green Belt and the setting of Shendish Manor. I find that it would set a precedent for further development to the south of the railway line and would have a damaging visual impact on the landscape of the Gade Valley. It would also significantly detract from the historical setting of Shendish

Manor and diminish the recreational value of the footpaths through the site. It could also cause problems of congestion on London Road....”

We consider that to re-present this particular proposal would lead to the same conclusions.

In the context of the scale of growth proposed by the Panel, an alternative scenario could be the creation of a new neighbourhood. The nearest primary schools are at capacity (i.e. Two Waters and Nash Mills) and the County Council advises that growth on the scale of the past proposal would present particular education planning problems. A new neighbourhood could be planned with a new two form entry primary school (replacing Two Waters School) to serve the new neighbourhood and the Manor Estate area. The Inspector recognised a difficulty of the past proposal: it could not necessarily be limited to 300 dwellings because of the difficulty of setting new clear Green Belt boundaries.

35 – 50 hectares could in theory be utilised for built and related open uses to serve the Manor Estate and a Shendish neighbourhood.

The station is close by. New health facilities are planned in Apsley. Employment areas are accessible, most especially if new bus provision is created and linked through the Manor Estate.

The current road layout is a constraint. New road infrastructure, including a new railway bridge, is considered necessary. If linked through the enlarged Manor Estate it may limit potential problems in Apsley. However the danger of this route becoming an alternative to London Road (and thus a local rat run) would have to be avoided. The local highway authority does not consider that a new junction can be satisfactorily provided onto London Road without significant land take. The capacity of the A4251 (London Road) through Apsley would require detailed investigation.

A new neighbourhood would have a more substantial impact and visual intrusion on the Gade Valley. New development would effectively merge Hemel Hempstead with the settlement at Rucklers Lane. The area is also within the sand and gravel belt. The historical parkland setting of Shendish Manor would largely be lost. The 18 hole golf course would also be lost. Is this particular proposal one which can be accommodated within acceptable environmental and landscape constraints?

**Question 12: Do you think a new neighbourhood should be built at Shendish? YES NO**

**[4] FELDEN**

*See Maps 4 and 5 in Appendix 3.*

Felden is a low density residential area, not planned as a neighbourhood on the New Town concept. It lacks neighbourhood facilities such as local shops, a community hall and primary school.

Approximately 20 hectares lies in the Green Belt between the A41 and Featherbed Lane. A small part of this was proposed for housing by a landowner at the last Public Local Inquiry, but not supported by the Inspector.

The Green Belt area has no major environmental constraints, other than position and topography, but Felden itself is constrained by a heavily treed landscape and there are also very substantial tracts of common land (including a golf course) and land owned by the Boxmoor Trust adjoining.

This area is not sufficient on which to plan a new neighbourhood, so development could only add to what is already there.

The railway station and amenities of the town centre are within reasonable distance. There are employment opportunities in Two Waters and the town centre. Local road access would require improvement and change of the existing rural character.

It is difficult to see a realistic prospect of planning a neighbourhood. To do so the existing area of Felden would require remodelling and linking with any newly developed area, and the provision of new facilities and services. A one form primary school should be accommodated somewhere (even if contrary to County Council policy).

Development in the Green Belt at Felden would extend into open countryside above the town. It would divorce the Green Belt at Roughdown from the wider countryside. This is significant because Roughdown cannot reasonably be recommended for general building development and release from the Green Belt.

Roughdown is surrounded by major transport routes – the railway (which is the principal Green Belt boundary with the town) and primary roads. These are sources of noise pollution and major barriers to even accessing the area. About half the land is owned and managed by the Boxmoor Trust for grazing and in the interest of nature conservation. Roughdown Common Site of Special Scientific Interest extends into this area. The Roughdown lands are prominent in the valley side above Two Waters.

**Question 13: Do you support expansion of the residential area at Felden? YES NO**

**[5] BOXMOOR**

*See Maps 4 and 5 in Appendix 3.*

The Green Belt extends along the Bulbourne valley westward. The A41 and railway line are major barriers to movement across the valley.



South of the railway is common land in the ownership of Boxmoor Trust. A large part is designated as a Regionally Important Geological Site (and should be retained). A substantial area at Wesbrook Hay on the valley slopes and above is also owned and managed by Boxmoor Trust for grazing and in the interest of nature conservation. There are no neighbourhood facilities or services.

The flood plain lies north of the railway, partly on Boxmoor Trust land. There is also public open space and a well-established sports club occupying private playing fields. The public open space serves a local function and should be retained. Theoretically the sports club could relocate though there does not seem to be a strong reason to promote this: a satisfactory alternative site would have to be found. The open lands contribute to an open aspect and character along the river valley and Grand Union Canal, helping to bring the countryside into the town. If any development were supported, it would be seen as an extension of Chaulden, new occupiers accessing neighbourhood facilities there.

**Question 14: For a range of landscape and environmental reasons we conclude that new development in the Bulbourne Valley outwards from Boxmoor is not appropriate. Do you agree? YES NO**

**[6] POUCHEN END (WEST HEMEL HEMPSTEAD)**

*See Maps 6 and 7 in Appendix 3.*

Land west of Chaulden and Fields End (up to Pouchen End Lane) occupies about 55 hectares, more than sufficient to accommodate a new neighbourhood, with full open space provision and other green infrastructure, and retaining buildings at the farm.

A proposal on about 40 hectares of the higher slopes was considered at the Local Plan Inquiry. A 10 hectare field alongside Pouchen End Lane was earmarked for public open space, limiting the westward extension of the town, creating a soft countryside edge and minimising any impact on the nearby Area of Outstanding Natural Beauty. The remaining 30 hectares would have accommodated 550 – 600 dwellings in three phases, with ancillary uses and substantial landscape buffers and a green link to Shrubhill Common Local Nature Reserve.

The Inspector's conclusions on these proposals are fully presented in his report. He recommended Dacorum Council seriously reconsider whether the first two phases should be pursued. The third phase for 125 dwellings was not needed before 2011 and should therefore be deleted. The Council was able to retain this area in the Green Belt because other more preferable locations for housing development emerged.

Pertinent points from the Inspector's conclusion are:

- there would be a significant effect on the countryside from the development proposed

- development on the higher slopes (phases 1 and 2) would be less prominent than phase 3
- accessibility to existing local shops, and health facilities would generally be poor
- existing health facilities (at Parkwood Drive) would be inadequate to meet the extra demand
- additional traffic from the development would prejudice the operation of specified junctions away from the site.

The Inspector's conclusions and reassessment of the merits of the location on sustainability criteria point to a choice of either proposing nothing or a new neighbourhood. The level of development proposed previously would now appear to create rather than ameliorate neighbourhood infrastructure issues.

Planning a full new neighbourhood would enable the provision of a range of facilities including shops, meeting places, a new one form entry school and new health facilities. The larger land area would enable the main part of the dry valley adjoining Fields End to be retained as a link to Shrubhill Common, in a similar way that the New Town planners retained other dry valley features in the town.

There are no important environmental designations. Local flooding from run-off, identified at Local Plan Inquiry, could be resolved.

A new neighbourhood would be a major change to the Green Belt. There would be no actual merging of settlements although Winkwell/Bourne End would be close. The extent of the neighbourhood could be contained and would not be too extensive along the valley (in comparison with Shendish for example). However development must be expected to run from top to bottom of the valley and would be clearly visible, particularly from the valley side opposite. The slopes could also be a disadvantage to walking and cycling through the area.

The Primary Schools Review shows spare capacity on the western side of Hemel Hempstead. The closure of a school, such as Martindale, which is designated as a residential area, must be an option. A new one form entry school, notwithstanding the County Council's education policy, would secure a good distribution of primary schools in the west of the town.

The area is beyond 2km of a general employment area and 1km of the railway station, but is accessible to the town centre. New road infrastructure and highway works to limit congestion in the wider area would be necessary. These may not all be straightforward and further advice from the local highway authority is needed.

**Question 15: Do you think a new neighbourhood should be built at Pouchen End? YES NO**

**[7] GADEBRIDGE NORTH**

*See Maps 6 and 7 in Appendix 3.*

The existing boundary of the Green Belt is very clearly demarcated. Home Wood and Warnersend Wood provide visual buffers to views from the Gade valley into the existing neighbourhood.

A new neighbourhood could be built north of Gadebridge. It would be within reach of the town centre but beyond reasonable distance of the stations and general employment areas. A major issue would be road access and its impact, since roads within the Gadebridge area itself are unsuited to accommodate significant levels of additional traffic. If a northern bypass were built, road access could be provided. Again a one form entry primary school would be required, contrary to County Council education policy, although there is likely to be some spare capacity to accommodate primary school pupils at Rossgate. This suggests that a neighbourhood could be larger than the standard 1,000 – 1,100 dwellings.

Dell Wood, an ancient semi-natural woodland, should be retained and might be used to provide some limited landscape screening. There are no other constraining environmental designations. However there would be no obvious clear cut future Green Belt boundary. While there is a dry valley to the north whose integrity might be protected through extensive planting, development would represent a major intrusion northward. It would not be particularly well-related to the town and Hemel Hempstead would come close to merging with Potten End. We consider these are very important constraints.

**Question 16: Do you think a new neighbourhood should be built north of Gadebridge? YES NO**

**[8] OLD TOWN**

*See Maps 6 and 7 in Appendix 3.*

As Gadebridge Park is the main park for the town occupying the valley bottom with the river Gade and its flood plain running through and historic areas at either end, the councils have dismissed this location from any further consideration.

To the east of the Park itself north of the Old Town (conservation area) there is about 10 hectares of open Green Belt land, bisected by Fletcher Way.

The larger area adjoins Howe Grove Local Nature Reserve. It slopes upward from the Gade Valley itself and also a dry valley where the east-west link road sits.

The smaller area (around 2 hectares) is public open space marking the edge of the Old Town.

The edge of the town on the western side of Gade valley is around the 110 metre contour mark, compared to 100 metres by the Old Town. If the whole 10 hectares were developed, Hemel Hempstead would link with Piccotts End and the integrity of Howe Grove's relationship with the wider countryside compromised. Development would become more prominent being on the lower slopes, and the open aspect of the Gade valley squeezed. Piccotts End and Old Town are both designated conservation areas and a large scale of built development would affect their setting.

Development on the smaller area could to some degree be shielded by planting on its neighbour. Fletcher Way could make an alternative Green Belt boundary. Proximity to neighbourhood facilities and the town centre is good. The scale of development would be relatively small and should not cause any undue education planning difficulties.

**Question 17: Do you think the Old Town should be expanded northwards into:**

<b>(a) the smaller area immediately adjoining?</b>	<b>YES</b>	<b>NO</b>
<b>(b) the larger area beyond Fletcher Way?</b>	<b>YES</b>	<b>NO</b>

#### **[9] MARCHMONT FARM**

*See Maps 6 and 7 in Appendix 3.*

The Local Plan Inspector commended a proposal to extend Grovehill neighbourhood onto land at Marchmont Farm. This was on the basis that the Council should consider the merits of Marchmont Farm for 285 dwellings in preference to West Hemel Hempstead, if either was needed to meet the housing target to 2011. In the event neither was.

The Inspector's conclusions show a careful consideration of Green Belt objectives and environmental concerns:

- the development should be to the east of the ridge in the landscape
- substantial planting would be needed to create a new Green Belt boundary and could help soften the stark appearance of the existing housing at Grovehill West
- if these principles are followed there would be no impact on Piccotts End Conservation Area or the Areas of Archaeological Significance, nor would there be any merging of Hemel Hempstead with Piccotts End
- the particular area commended by the Inspector is not of substantial importance to the wider landscape character of the Gade Valley

- careful attention to the scale and siting of the development would help round off the urban form in this area
- the area adjoins a park and there would be reasonable access to Grovehill local centre and Aycliffe school.

Enlargement of the development area would be very damaging to the environment and reduce the benefits of proximity to Grovehill. There is reasonable accessibility to employment opportunities and the town centre. The stations are more than 1km away. Health facilities are available at Grovehill. It would be possible to plan road infrastructure.

The County Council is proposing reorganisation of primary schools in this part of Hemel Hempstead. A one form entry school may close, perhaps Barncroft. Extending Aycliffe Drive School to full 2 form entry would be beneficial for education planning and pupils from housing at Marchmont Farm could be accommodated. The enlargement of Aycliffe Drive School (and extension of its site into the park) would improve accessibility to Marchmont Farm. There would be an issue of replacement open space.

**Question 18: Should Grovehill be extended through development at Marchmont Farm? YES NO**

**[10] GROVEHILL AND WOODHALL FARM**

*See Maps 8 and 9 in Appendix 3.*

This area was assessed in a Technical Report in the 1990s (as North Hemel Hempstead). It was summarised as a sensitive area on the fringe of high quality landscapes. No development proposals were put forward then.

A dry valley runs west to east, part containing the large public open space at Grovehill: it runs around the existing neighbourhoods of Grovehill and Woodhall Farm. The Green Belt boundary is clear. The edge of Woodhall Farm in particular is landscaped with former farm hedgerows and small woods (designated as County Wildlife Sites) being retained and supplemented with additional planting.

The area is located away from the flood plain and mineral resources, while the oil pipeline from Buncefield passes to the eastern side of Woodhall Farm and north westwards between Holtsmere End and Eastbrookhay Farms.

A new neighbourhood could be planned on the extensive farmland between the town and the boundary of the Chilterns Area of Outstanding Natural Beauty. However, if the public open space at Grovehill is retained, development could not be related very well to the town. It could take a linear form beyond the open space and wrap around the town. Alternatively there would be fairly stark urban intrusion into open countryside. Given that the existing

neighbourhoods have been designed to round off the town to the north, the wider Green Belt function would be adversely affected.

The potential development area extends furthest from the town centre and railway stations, although it is within about 2km of the Maylands business area. Existing road infrastructure is poor. Implementing new vehicular access would not be straightforward being both intrusive and expensive. If a northern bypass were built, road access could be provided. Bus services would have to be re-planned.

A new neighbourhood would need its own separate provision. Indeed in terms of social and road infrastructure there may be a stronger argument for the creation of two neighbourhoods (with a new two form entry primary school). However the environmental impact and poor relationship of this scale of development to the town lead us to reject a two neighbourhood concept from further consideration.

The issue is then whether one new neighbourhood should be built or not.

**Question 19: Do you think a new neighbourhood should be built north of Grovehill and Woodhall Farm? YES NO**

**[11] HOLTSMERE END (REDBOURN ROAD NORTH)**

*See Maps 8 and 9 in Appendix 3.*

The dry valley around Woodhall Farm neighbourhood opens out north eastwards towards Redbourn. This is an area of open farmland, located away from the flood plain, mineral resources and the main environmental designations.

A new neighbourhood could be planned east of Woodhall Farm along Redbourn Road. The potential development area extends furthest from the town centre and railway stations (as would a new neighbourhood north of Woodhall Farm). However the Maylands business area would be within about 2 kilometres: access could be improved substantially, if new links were provided through development at Wood End Farm to the south.

While a new neighbourhood would need its own infrastructure provision, including a one form entry primary school (notwithstanding the County Council's education policy of seeking two form entry schools with major new development) it would be close to the local centre at Woodhall Farm. New or enlarged health facilities would need to be planned in the context of needs in this quarter of the town.

The area is crossed by the oil pipeline from Buncefield and electricity transmission lines. These constitute physical and, if the electricity transmission lines are moved, financial constraints to the planning of residential development.

Extending Hemel Hempstead eastwards at Holtsmere End would represent a fairly stark urban intrusion into open countryside. It would not actually join the town with Redbourn, but would come close. Since the existing neighbourhoods at Woodhall Farm and Grovehill were designed to round off the town to the north, we conclude the wider Green Belt function would be adversely affected.

Development options at Wood End Farm (see below) would largely fall within the same dry valley. There would seem little purpose in suggesting that any development there should be south of the Nicky Line (in order to restrict the degree of impact on the landscape). The effect of Hemel Hempstead expansion on the countryside south west of Redbourn would be much greater.

**Question 20: Do you think a new neighbourhood should be built east of Woodhall Farm? YES NO**

**[12] WOOD END FARM (REDBOURN ROAD SOUTH)**

*See Maps 8 and 9 in Appendix 3.*

From the plateau to the south, the area slopes towards the dry valley running from Hemel Hempstead towards Redbourn. The area forms part of the Crown Estate's Gorhambury land and could physically accommodate up to two new neighbourhoods. The M1 motorway is a major feature in the landscape, cutting through the Estate from Leverstock Green in the south.

One neighbourhood could be created through the extension of land already designated for housing and employment uses in the current Dacorum Borough Local Plan. The 500 dwellings suggested at North East Hemel Hempstead (see Table 3 above) would effectively constitute half a neighbourhood.

A second neighbourhood could be accommodated wholly on Green Belt land further to the east.

The Gorhambury Estate Proposal suggested two additional neighbourhoods in the Green Belt, though we consider this would not relate as well to infrastructure provision in the town, particularly for primary schooling. Furthermore the larger the extent of new building, the greater the impact on the landscape and the Green Belt.

The new neighbourhood(s) would extend north and eastwards towards the existing settlement of Redbourn and there is an obvious danger of it merging with Hemel Hempstead. The Hertfordshire County Structure Plan Review 1991-2011 stated that coalescence of Hemel Hempstead and Redbourn should be avoided.

Planning new development to the south of the Nicky line and to the higher slopes of the dry valley would help restrict the degree of impact on the landscape. The Nicky line accommodates a cycle route.

Due to the topography, the Maylands industrial area, warehouses at Punchbowl Park, the Buncefield Depot and the M1 would all be highly visible and necessitate the provision of appropriate landscaping. A substantial landscaped screen would also be required to reduce noise pollution from the motorway.

None of the land within this area is covered by environmental designations. None falls within the floodplain, though localised water run off would need to be managed. The southern parts of the area comprise high quality agricultural land.

The nearest primary schools are Holtsmere End and Brockswood in Woodhall Farm. The latter is currently operating under capacity. Pupils generated through the development of existing Local Plan housing proposal sites at Redbourn Road and Three Cherry Trees Lane can be accommodated within the existing school structure. If the principle of an urban extension is supported, the County Council prefers that this should be sizeable enough to support a new two form entry school. An intermediate level of growth would generate sufficient pupil numbers for a new single form entry school.

Although there are two doctor's surgeries within Woodhall Farm, additional facilities would be needed within the new development.

New housing in this location would be close to employment opportunities in the Maylands industrial area, but a significant distance from the town centre and railway stations. The new development could include provision of a park and ride facility and new bus, cycle and pedestrian linkages. Road infrastructure would have to be planned, possibly with a new link from Redbourn Road to Green Lane. The closest existing shopping facilities are at the Woodhall Farm local centre (Sainsburys), but new provision would be needed.

The presence of the Buncefield Oil Terminal reduces the amount of land which could be available. An oil pipeline serving the Buncefield depot also crosses the area. Depending on the width of the buffer to be left either side of the pipeline, its position could seriously compromise neighbourhood planning. Moving the pipeline would be too expensive. Whilst the presence of the oil terminal and oil pipeline do not in themselves preclude development in this location, their effect is to push the boundary of residential neighbourhoods further north and east.

The site is crossed by electricity transmission lines controlled by Eastern Electricity and the National Grid. Health concerns (related to safety and electro-magnetic fields) would entail rerouting and/or a buffer left to any new residential development. Rerouting lines would have financial implications. A number of gas pipelines cross the area, which would also affect the layout of any development.

**Question 21: Do you support the development of:**  
**(a) one new neighbourhood;**  
**(b) two new neighbourhoods; or**



***(c) nothing at Wood End Farm?***

**[13] BREAKSPEAR WAY (EAST OF BUNCEFIELD)**

*See Maps 8 and 9 in Appendix 3.*

This area lies between the M1 and Buncefield Oil Terminal.

The Gorhambury Estate Proposal suggested that the land was more suitable for new employment development, and if needed we would broadly agree. The land is not appropriate for residential development due to its size and location and the significant constraints operating upon it.

The East Hemel Hempstead Town Gateway is identified in the Hemel 2020 Vision as a potential location for economic development. Land adjoining this area next to the M1 could be a reserve for further employment expansion, enlarging the Maylands business neighbourhood, and for relocation of appropriate uses from the existing urban area.

None of the land within this area is covered by environmental designations and none falls within the floodplain. However the development would result in the loss of high quality agricultural land (Grade 2).

New development would be located on the top of a plateau and therefore highly visible from the M1 and adjacent land, necessitating the provision of appropriate landscape screening.

The impact of the M1 widening would have to be taken into account both in terms of the noise profile for the area and the potential developable area. It is possible that the Highways Agency may recommend highway improvements in the future. Screening would be required to reduce noise pollution from the motorway. The motorway could provide a new Green Belt boundary.

The consultation zone around the Buncefield oil terminal constrains the amount of land which could be available and the precise employment uses it can be put to. An oil pipeline serving the Buncefield depot also crosses the site.

***Question 22: Should land off Breakspear Way be designated as an extension of the Maylands business area? YES NO***

***Question 23: If this land is designated in this manner, should it:***

- (a) be available for development during the plan period (i.e. before 2021); or***
- (b) held in reserve for development after 2021?***

**[14] LEVERSTOCK GREEN**

*See Maps 1 and 2 in Appendix 3.*

The northern section of this area forms a dry valley, with the land rising to a plateau to the south, adjacent to Bunkers Park.

Land within the Gorhambury Estate here is of sufficient size to accommodate more than one new residential neighbourhood. One neighbourhood (termed *Westwick* here) could fall to the east of Westwick Row, another (*Blackwater*) to the south east, and yet another (*Corner Farm*) beyond this. The motorway is a barrier to further development to the east and could make a future Green Belt boundary. Projecting development south eastwards to Blackwater Lane (and beyond) would be intrusive in the open countryside and would affect the setting of the country park (Bunkers Park).

Leverstock Green has been planned to allow a green wedge through the dry valley into the countryside. However development on the valley sides and plateau would have greater visual impact than that on the lower ground in the wider landscape: it would be particularly visible from the M1 and A414, necessitating the provision of landscape screening. Screening would be required to reduce noise pollution from the motorway.

Ancient semi-natural woodland (Blackwater Wood) lies south of Blackwater Lane. A number of smaller pockets of woodland and hedgerows form a well-connected green network, particularly along Westwick Row and south of Blackwater Lane. Many of the areas of woodland within the southern area are known to be inhabited by badgers. Three areas of significant grassland have been identified: the largest is adjacent to Blackwater Wood.

*Westwick* has no particular environmental designations, but *Blackwater* and *Corner Farm* are largely within the sand and gravel belt and contain a substantial area of high quality (Grade 2) agricultural land. An oil pipeline serving the Buncefield depot runs alongside the M1 and south of Blackwater Wood, affecting the size of the potential developable area.

There are a number of listed buildings and evidence of a number of potential sites of historic significance along Westwick Row. This includes suggestions of a manor house and tithe barn in the vicinity of Westwick Warren and medieval and post-medieval settlement and prehistoric occupation within southern parts of the site. Archaeological finds and the retention of Westwick Row (the lane) would not necessarily preclude development, but would clearly have a bearing on layout.

Any new residential development would be close to employment opportunities in the Maylands business area. The closest existing shopping facilities are at Leverstock Green local centre. Leverstock Green lacks health facilities, which would need to be provided as part of any new building. New road infrastructure and other facilities, including shops and/or a local centre, would be necessary. A new road could link Breakspear Way (and the M1 junction) with the A4147

(Hemel Hempstead to St. Albans Road). The town centre is within 5 km although the stations are not easily accessible. New bus provision would have to be planned.

A small section of *Westwick* would fall within 600m of Leverstock Green Primary School. This school is currently operating well below its two form entry capacity, although some of this capacity will be taken up by development of sites (already identified in the Dacorum Borough Local Plan) within the town. In the current Primary School Review, the County Council recommends that Leverstock Green Primary School should accommodate admissions at a one form entry level. The County Council advises that with development of a 1,000 dwelling neighbourhood it could propose extending Leverstock Green Primary School to two form entry. The size of the school site provides potential for future expansion to three form entry. In the event of three neighbourhoods (around 3,000 homes) being planned, a new primary school would be necessary. It could be at either one or two form entry level, depending upon the preferred limit at Leverstock Green Primary School.

**Question 24: Do you support the development of:**

- ◆ ***the following neighbourhoods***
    - (a) Westwick (east of Westwick Row)***
    - (b) Blackwater (south east of the town)***
    - (c) Corner Farm (further to the south east)***
- [please tick all that apply]***
- ◆ ***or, nothing at Leverstock Green***

#### **Overall Preferences**

**Question 25: If the councils are required to plan for residential development in the Green Belt, what are your preferences among the following nine locations? Please number from 1 to 9 with 1 being your most preferred location and 9 your least preferred.**

**Numbers relate to descriptions above**

	<i>New Neighbourhood(s)</i>
<b>[3]</b>	<b><i>Shendish</i></b>
<b>[6]</b>	<b><i>Pouchen End</i></b>
<b>[11]</b>	<b><i>Holtsmere End</i></b>
<b>[12]</b>	<b><i>Wood End Farm</i></b>
<b>[14]</b>	<b><i>Leverstock Green</i></b>
	<i>Neighbourhood Expansion</i>
<b>[2]</b>	<b><i>Nash Mills</i></b>
<b>[4]</b>	<b><i>Felden</i></b>
<b>[8]</b>	<b><i>Old Town</i></b>
<b>[9]</b>	<b><i>Marchmont Farm</i></b>

Note:

We have limited the scope of this question, not seeking any comment on preferences for the following locations:

- [1] Bunkers Park
- [5] Boxmoor
- [7] Gadebridge North
- [10] Grovehill and Woodhall Farm.

These locations are considered to have severe environmental constraints and in practical terms are not likely to be delivered.

- [13] Breakspear Way (East of Buncefield) is not a suitable location for residential development.

## **Omissions**

**Question 26: *Is there any area you consider merits serious consideration as a location for growth and urban extension at Hemel Hempstead which has not been covered?      YES      NO***

***If yes, please state the area with your reasons.***

## APPENDIX 1: STATISTICAL APPENDIX

<b>Table 1 : Urban Capacity Estimate (2001 – 2021) <sup>5</sup></b>		
	Dacorum	Hemel Hempstead
Completions 2001- 4 <sup>1</sup>	1307	917
New Sites : capacity <sup>2</sup>	3541	2133 <sup>3</sup>
Small sites <sup>3</sup>	544 <sup>3</sup>	} 471 <sup>4</sup>
Other trends <sup>3</sup>	129 <sup>3</sup>	}
<sup>1</sup> Total	5521	3521
Dwellings – achievable per annum	276	176

- Notes:
1. Actual completions excluding greenfield site (23 units at Dundale, Tring).
  2. Excludes estimates for Kodak and the Civic Zone, Hemel Hempstead (i.e. 475 units combined).
  3. Source : Llewellyn Davies, Urban Capacity Study January 2005.
  4. Assumed at 70% of Dacorum total (based on completions).
  5. On previously developed land.

<b>Table 2 : Capacity Estimate of Local Plan Greenfield Sites (2001 –2021)</b>		
	Dacorum	Hemel Hempstead
Plan sites	1068	861
10% increase in capacity assumed	107	86

<b>Table 3 : Why the Council supported 7100 net additional dwellings <sup>1</sup></b>	
Dwellings achievable 2001 - 2021	
Urban Capacity (Table 1)	5521
Greenfield Sites : Local Plan (Table 2)	1068
Hemel Hempstead Town Centre Sites (Table 1, Note 2)	475
Dundale, Tring (Table 1, Note 1)	23
<u>Say 7,100</u>	7087

Note: 1. Cabinet November 2005, agreeing the submission to the Panel conducting the Examination into the draft East of England Plan.

<b>Table 4 : Dwelling Capacity Estimate 2001 – 2031</b>		
	Dacorum	Hemel Hempstead
2001 - 2021		
Urban Capacity (inc. Town Centre)	5996	3996
Greenfield Sites	1068	861
Sub Total	7087	4857
2021 - 2031		
10 yrs additional Urban Capacity <sup>1</sup>	2760	1760
<b>Total</b>	<b>9847</b>	<b>6617</b>

Note: 1. Assumes urban capacity rate (from Table 1) can be sustained – i.e. more opportunities can be found through more conversions, increased density on sites, additional sites being found and redevelopment schemes.

<b>Table 5 : Finding additional dwelling capacity in Hemel Hempstead 2001 –2031</b>			
Choices	2001 –21	2021-31	Overall
<i>Urban Sites</i>			
Town centre growth <sup>1</sup>	725	400	1,125
Higher density <sup>2</sup>	-	-	0
Loss of General Employment Areas	-	-	0
Target for Maylands Business Area <sup>6</sup>	300	300	600
<i>Greenfield Sites</i>			
10% higher density on Plan sites <sup>3</sup>	107	-	107
Loss of Open Land <sup>4</sup>	250	-	250
Land at North East Hemel <sup>5</sup>	350	-	350
<b>Total</b>	<b>1,732</b>	<b>700</b>	<b>2,432</b>

- Notes:
1. Assumption based on the following key sites coming forward for major housing growth: Kodak, Civic Zone, part of the hospital and possibly Asda supermarket. The assumption is of high densities with a high proportion of flats, and is taken as indicating broad additional growth potential in the town centre (i.e. above the level of assumption in the Urban Capacity Study : Llewellyn Davies January 2005).
  2. i.e. on New Sites estimated by Llewellyn Davies (ref Table 1 capacity estimate of 3,541 units).
  3. Ref Table 2.
  4. Assumption based on relocation of Hemel Hempstead Football Club and release of County Council land adjoining, also release of some primary school land following the Hemel Hempstead Primary School Review (2006), i.e. 5 ha at 50 dph.
  5. Assumption based on same density as for Local Plan Proposal Site H18 (plus 10%) for approximately 12 hectares. The area is the remainder of the land at North East Hemel Hempstead, within Dacorum district. New housing is assumed to be located beyond a distance of 350 m from Buncefield Oil Depot.
  6. This is a notional target to be incorporated into diversification of the Maylands business area. The business area will fall within the East Hemel Hempstead Town Gateway Action Area Plan. Although a business neighbourhood, the target would embrace the inclusion of live work units, mixed use and the possibility of redevelopment of existing employment land within targeted areas. Most development in the business area would be for flats, and not for families.

<b>Table 6 : Dwelling Capacity 2001 – 2031 – Revised Estimate</b>		
	Dacorum	Hemel Hempstead
2001 – 2021	8,819	6,589
2021 – 2031	3,460	2,460
<b>Total: 2001 - 2031</b>	<b>12,279</b>	<b>9,049</b>

Note: All figures are taken from Tables 4 and 5.

**Table 7 : Private Residential Population, Households and Household Size**

A. Household Size		
	Dacorum <sup>1</sup>	Hemel <sup>1</sup>
1991 <sup>2</sup>	2.479	
2001 <sup>3</sup>	2.429	2.434
2011	2.380	2.385
	Dacorum <sup>1</sup>	Hemel <sup>1</sup>
2021	2.333	2.338
2031	2.286	2.291
B. Number of Households		
2001 <sup>3</sup>	55,908	33,051
C. Population in Households		
2001 <sup>3</sup>	135,788	80,446
2021 <sup>4</sup>	130,433	77,273
2031 <sup>4</sup>	127,806	75,720

- Notes: 1. Household size is estimated for 2011, 2021 and 2031 based on an assumed trend change of 2% decrease in size every 10 years (i.e. the same change as between 1991 and 2001).
2. Source : 1991 Census.
3. Source : 2001 Census.
4. Estimated population assuming decreasing household size for the households existing at 2001.



<b>Table 8 : Population in New Dwellings : 2021 and 2031 <sup>1</sup></b>		
A. At 2021	Dacorum	Hemel Hempstead
Additional dwellings <sup>2</sup>	8,819	6,589
Households <sup>3</sup>	8,554	6,391
Household Size <sup>4</sup>	2.333	2.333 <sup>5</sup>
Population	19,956	14,910
B. At 2031		
Additional dwellings	12,279	9,049
Households <sup>3</sup>	11,911	8,778
Household size <sup>4</sup>	2.286	2.286 <sup>5</sup>
Population	27,229	20,067

- Notes: 1. i.e. occupiers of dwellings completed between 2001 and 2021, and 2001 and 2031.
2. New dwellings – information source : Table 6.
3. Assumes a 3% vacancy rate in the dwellings.
4. Source : Table 7
5. The Borough average has been taken as this is lower than the projection for Hemel Hempstead, and the town is expected to accommodate many more, smaller properties, especially in the town centre.

<b>Table 9 : Private Residential Population Estimate : 2021 and 2031 <sup>3</sup></b>			
	Dacorum	Hemel Hempstead	Elsewhere
2001 <sup>1</sup>	135,788	80,446	55,342
2021 <sup>2</sup>	150,389	92,183	58,206 <sup>4</sup>
2031 <sup>3</sup>	155,035	95,787	59,248 <sup>4</sup>

- Notes: 1. 2001 : Census.
2. Obtained by adding household population (Table 7) to population in new dwellings (Table 8).
3. Estimates assume no development in the Green Belt
4. Figures obtained by subtraction, i.e. Dacorum less Hemel Hempstead.

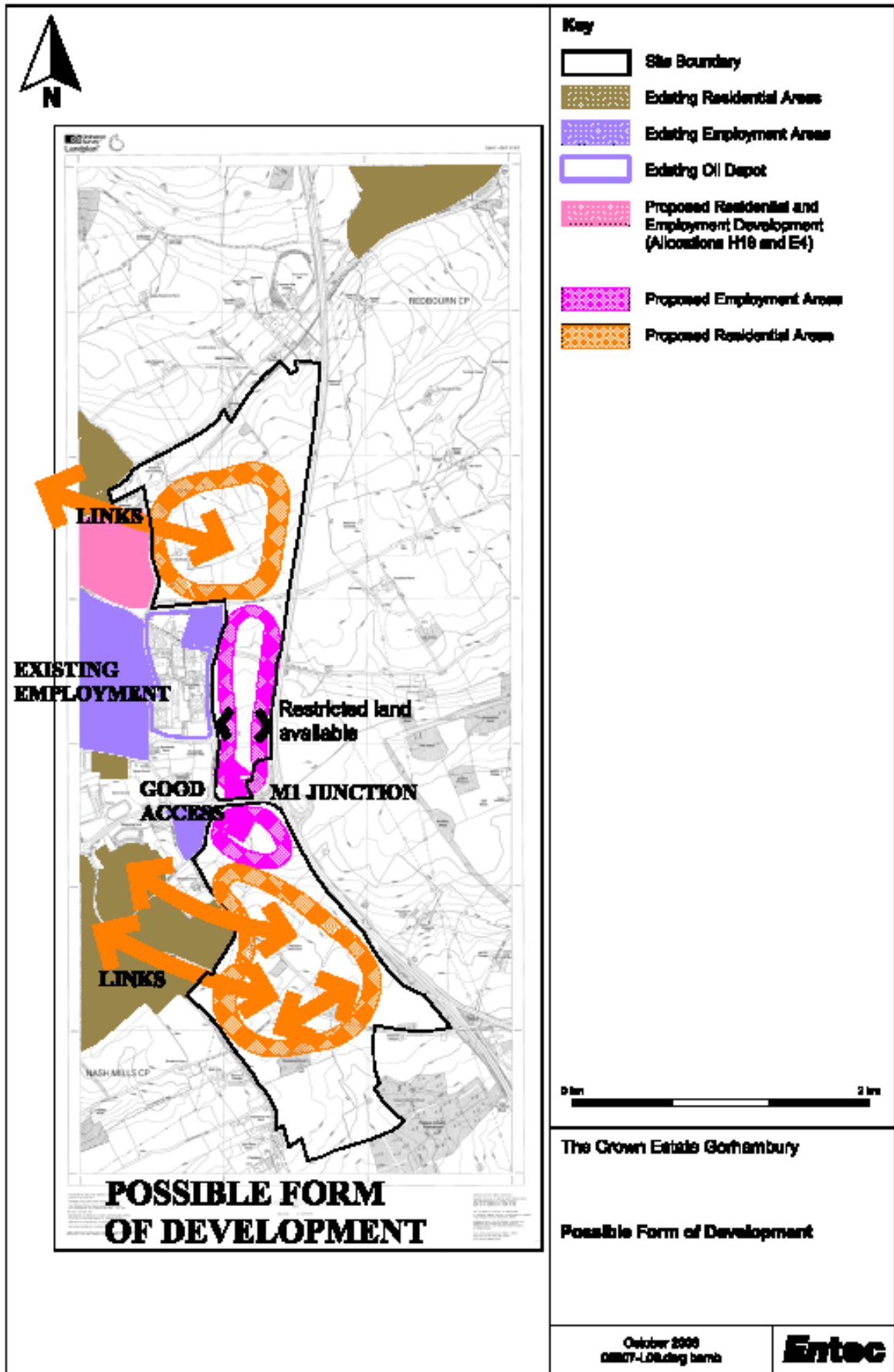
<b>Table 10 : Shortfall in Dwellings to be Provided</b>	
A. 2001 - 2021	Dacorum
Target 2001 – 2021 <sup>1</sup>	12,000
Dwelling Capacity <sup>2</sup>	8,819
Shortfall	3,181
B. 2021 – 2031	
Target 2021 – 2031 <sup>3</sup>	6,000
Dwelling Capacity <sup>2</sup>	3,460
Shortfall	2,540
C. 2001 - 2031	
Target <sup>3</sup>	18,000
Dwelling Capacity <sup>2</sup>	12,279
Shortfall	5,721

- Notes: 1. Taken from Panel Report into the Examination on the Draft East of England Plan.
2. Taken from Table 6.
3. Based on Panel Report (ibid) : 6,000 dwellings is assumed by taking the same rate of housing development as the average for 2001 – 2021 (i.e. 600 p.a.). If the rate assumed for 2006 – 2021 in the Panel Report was used the target would be 6,200 dwellings.

<b>Table 11 : Dwellings to be provided 2001 –2031 at Hemel Hempstead <sup>1</sup></b>	
2001 – 2021 – Capacity <sup>2</sup>	6,589
- Shortfall <sup>3</sup>	3,181
Sub total	<u>9,770</u>
2021 – 2031 - Capacity <sup>2</sup>	2,460
- Shortfall <sup>3</sup>	2,540
Sub total	<u>5,000</u>
Total Dwellings in Hemel Hempstead 2001 – 2031	<u>14,770</u>

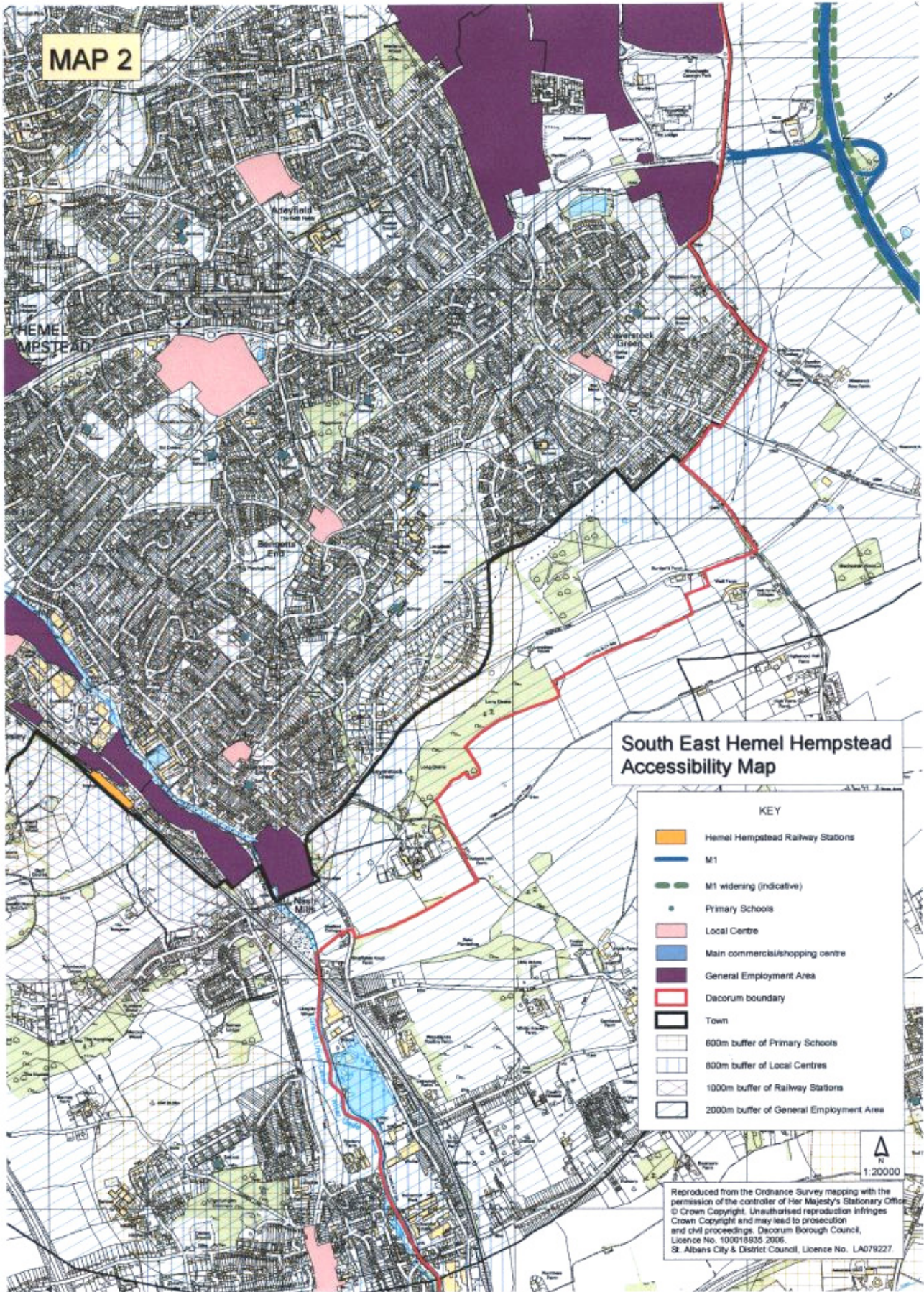
- Notes: 1. It is assumed that all the shortfall is allocated to Hemel Hempstead.
2. Capacity – from Table 6.
3. Shortfall – from Table 10.

APPENDIX 2 : MAP OF GORHAMBURY ESTATE PROPOSAL



APPENDIX 3 : MAPS OF HEMEL HEMPSTEAD






APPENDIX 3 : MAPS OF HEMEL HEMPSTEAD

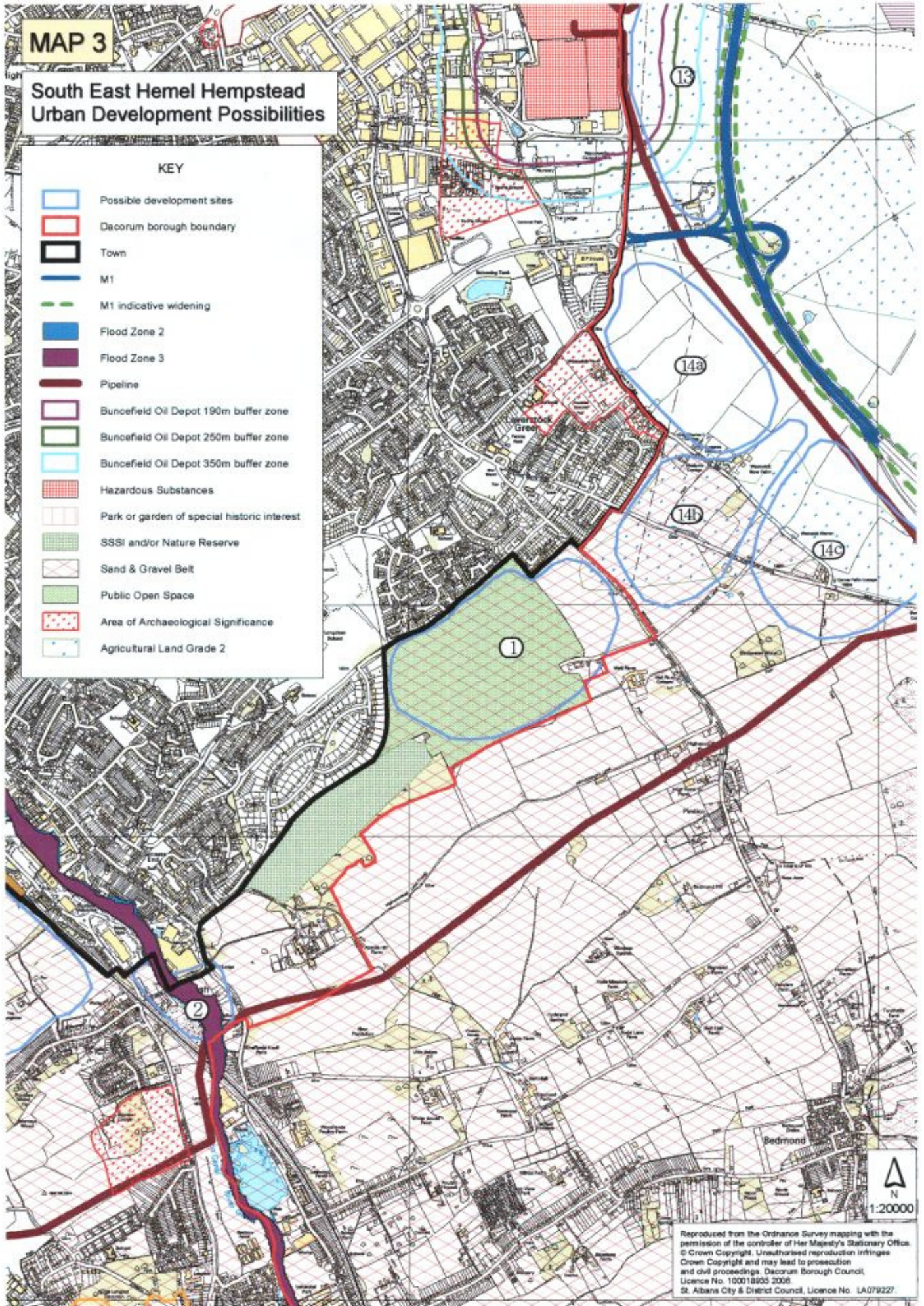


# MAP 3

## South East Hemel Hempstead Urban Development Possibilities

### KEY














-  Possible development sites
-  Dacorum borough boundary
-  Town
-  M1
-  M1 indicative widening
-  Flood Zone 2
-  Flood Zone 3
-  Pipeline
-  Buncefield Oil Depot 190m buffer zone
-  Buncefield Oil Depot 250m buffer zone
-  Buncefield Oil Depot 350m buffer zone
-  Hazardous Substances
-  Park or garden of special historic interest
-  SSSI and/or Nature Reserve
-  Sand & Gravel Belt
-  Public Open Space
-  Area of Archaeological Significance
-  Agricultural Land Grade 2

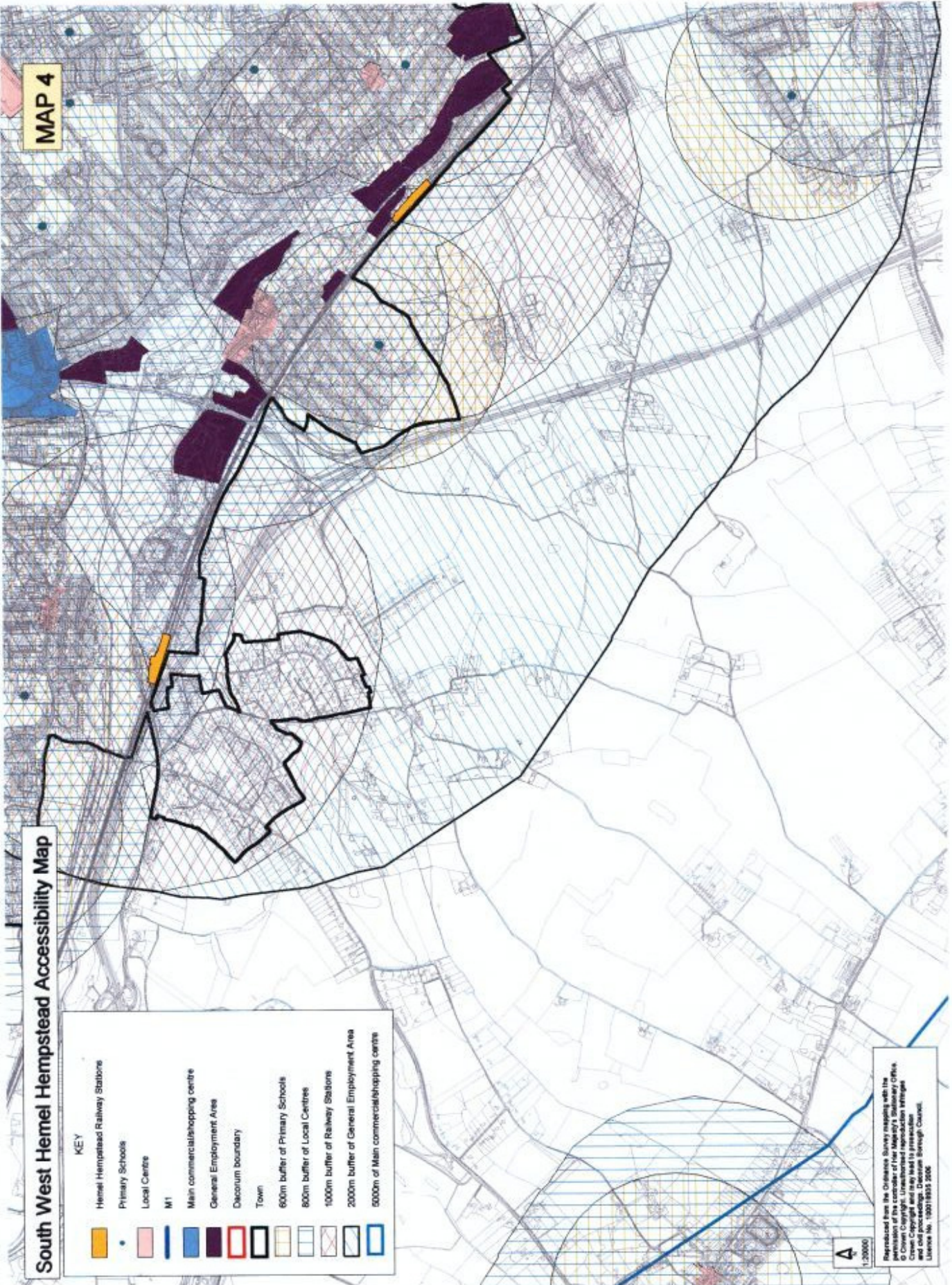


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**MAP 4**

**South West Hemel Hempstead Accessibility Map**

KEY	
	Hemel Hempstead Railway Stations
	Primary Schools
	Local Centre
	M1
	Main commercial/shopping centre
	General Employment Area
	Diocesan boundary
	Town
	600m buffer of Primary Schools
	900m buffer of Local Centres
	1000m buffer of Railway Stations
	2000m buffer of General Employment Area
	5000m of Main commercial/shopping centre

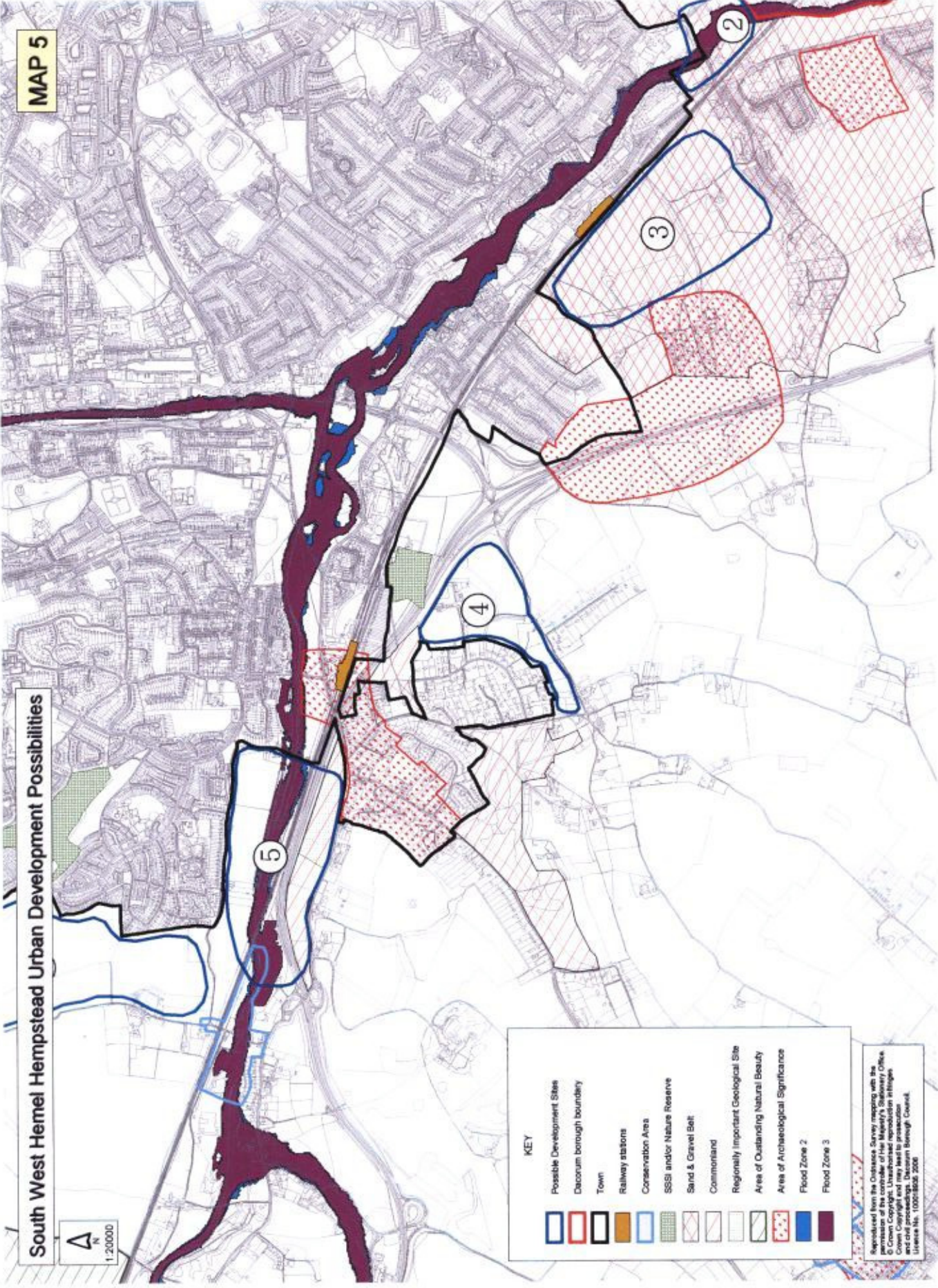


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**MAP 5**

**South West Hemel Hempstead Urban Development Possibilities**

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**KEY**

	Possible Development Sites
	Dacorum borough boundary
	Town
	Railway stations
	Conservation Area
	SSSI and/or Nature Reserve
	Sand & Gravel Belt
	Commonland
	Regionally Important Geological Site
	Area of Outstanding Natural Beauty
	Area of Archaeological Significance
	Flood Zone 2
	Flood Zone 3

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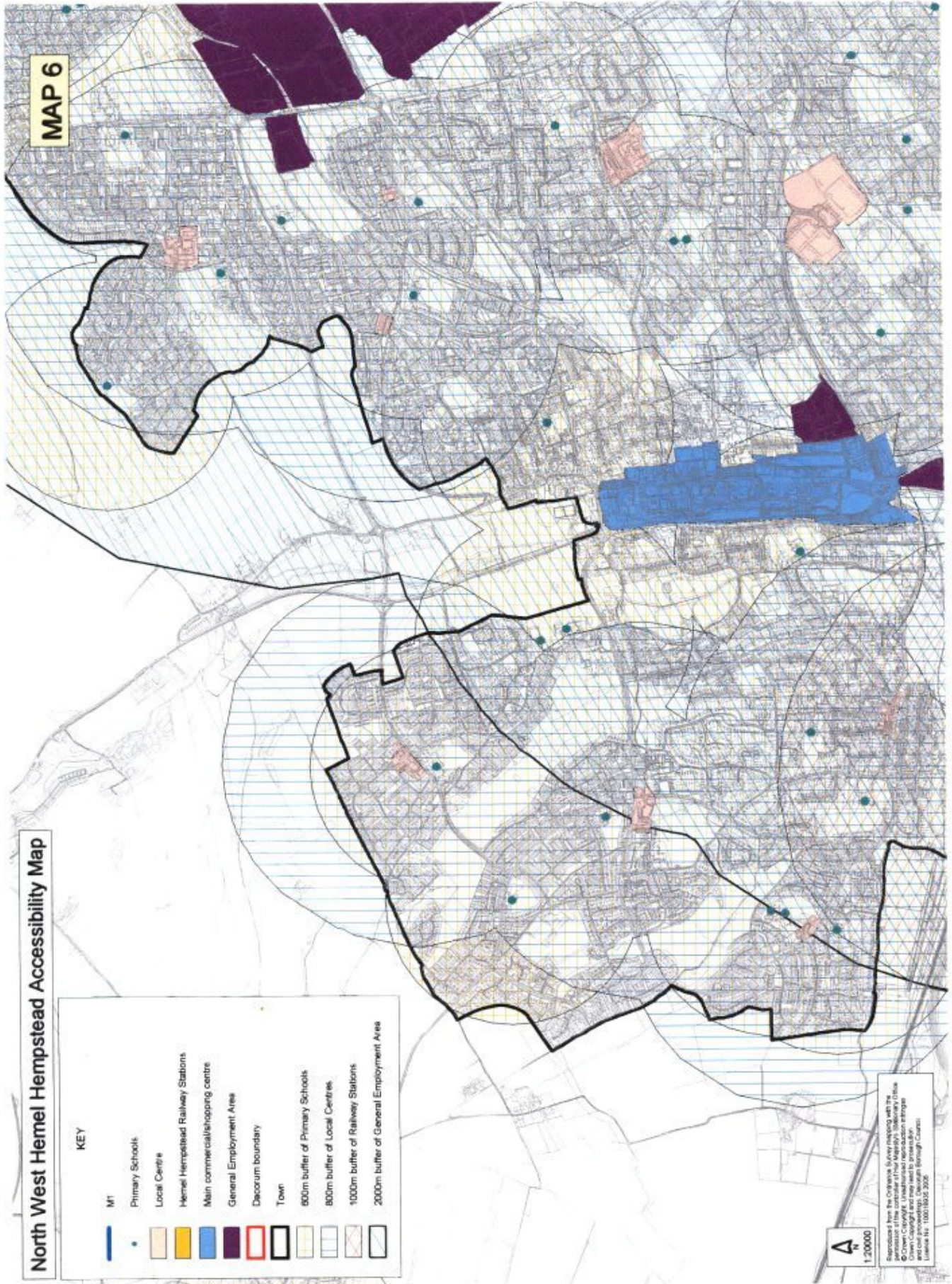


# North West Hemel Hempstead Accessibility Map

MAP 6

**KEY**

- MT
- Primary Schools
- Local Centre
- Hemel Hempstead Railway Stations
- Main commercial/shopping centre
- General Employment Area
- Decorum boundary
- Town
- 600m buffer of Primary Schools
- 800m buffer of Local Centres
- 1000m buffer of Railway Stations
- 2000m buffer of General Employment Area





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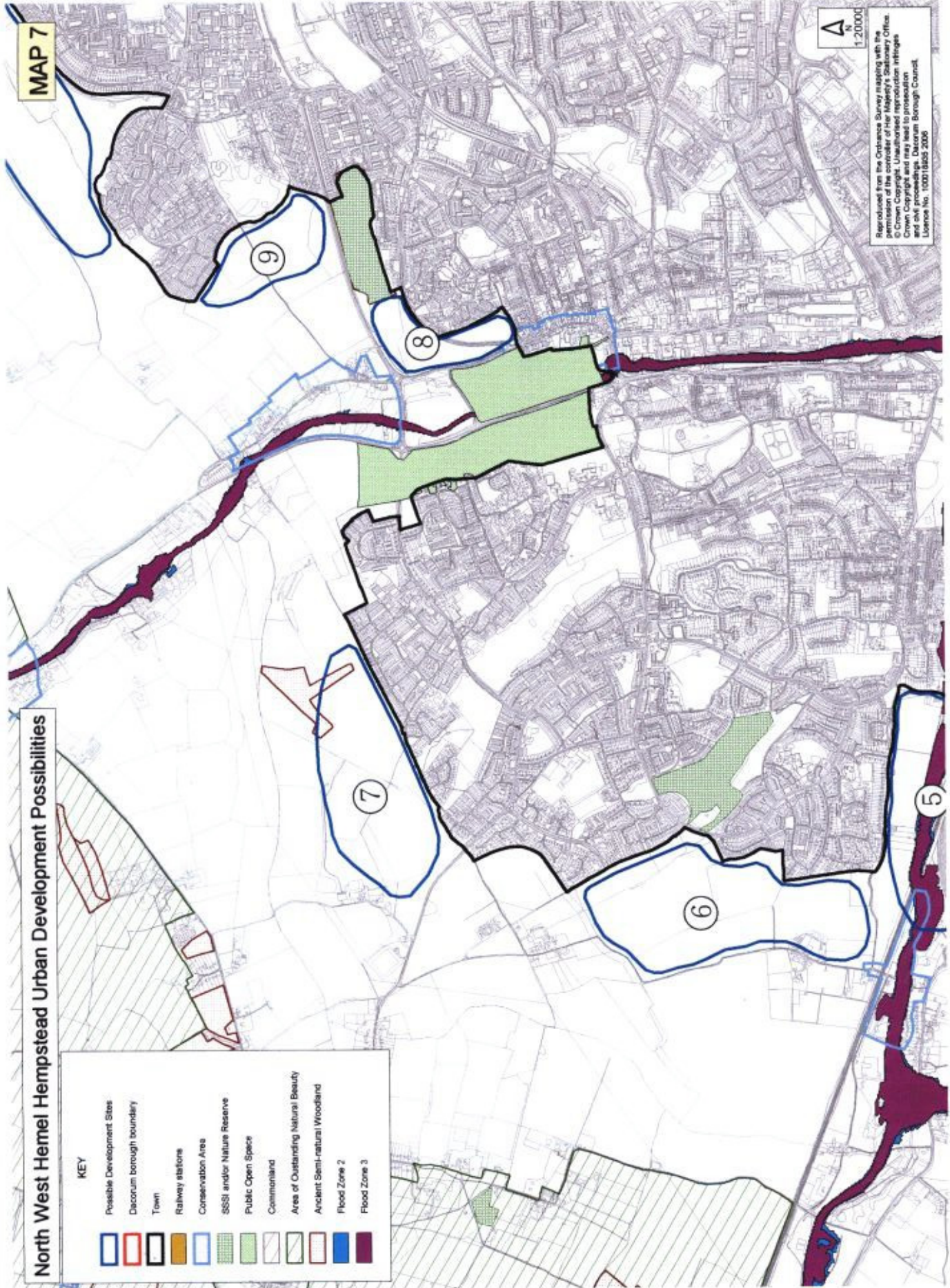
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# North West Hemel Hempstead Urban Development Possibilities

# MAP 7

**KEY**

	Possible Development Sites
	Dacorum borough boundary
	Town
	Railway stations
	Conservation Area
	SSSI and/or Nature Reserve
	Public Open Space
	Commonland
	Area of Outstanding Natural Beauty
	Ancient Semi-natural Woodland
	Flood Zone 2
	Flood Zone 3

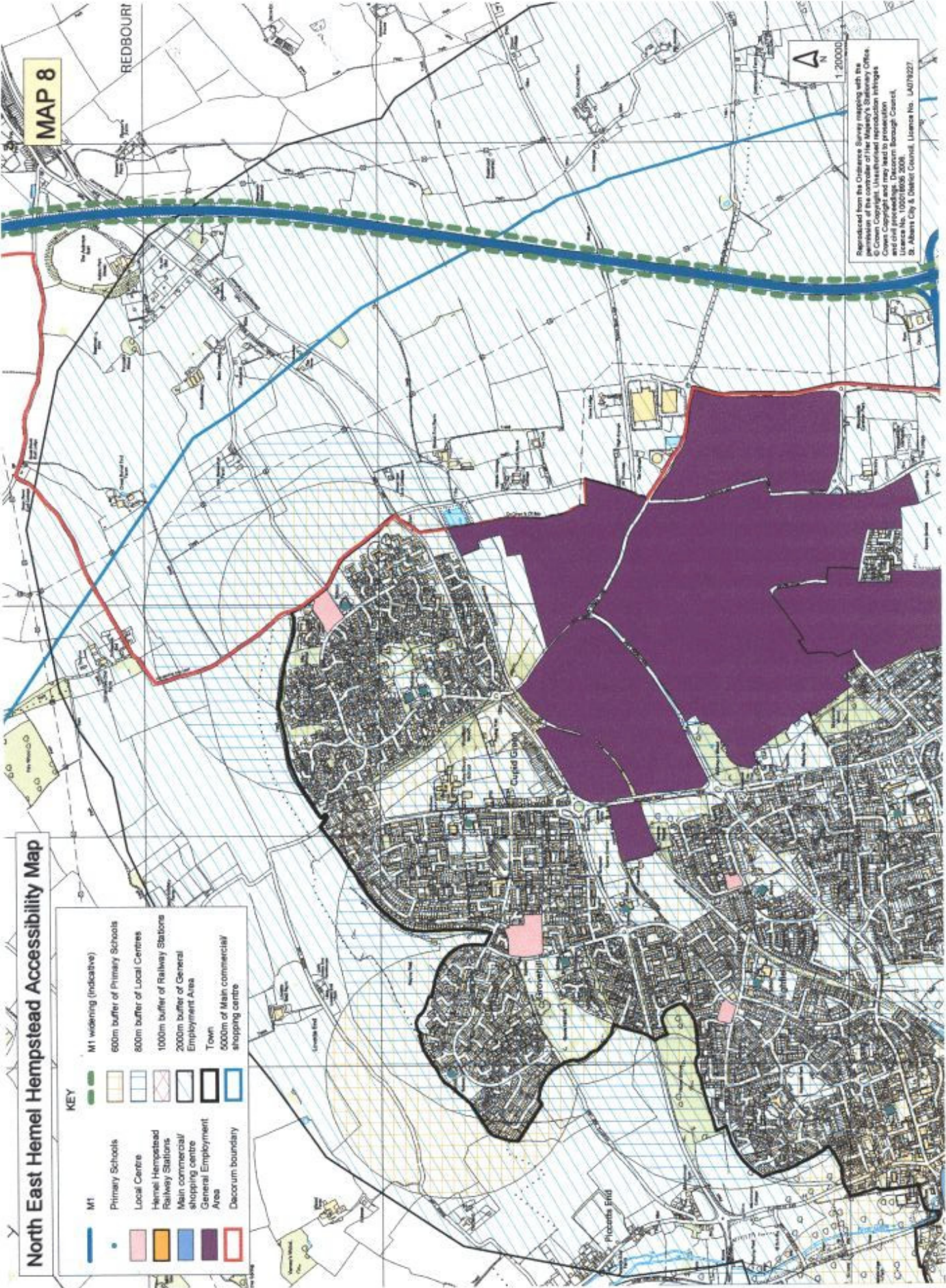


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# North East Hemel Hempstead Accessibility Map

MAP 8

REDBOURN



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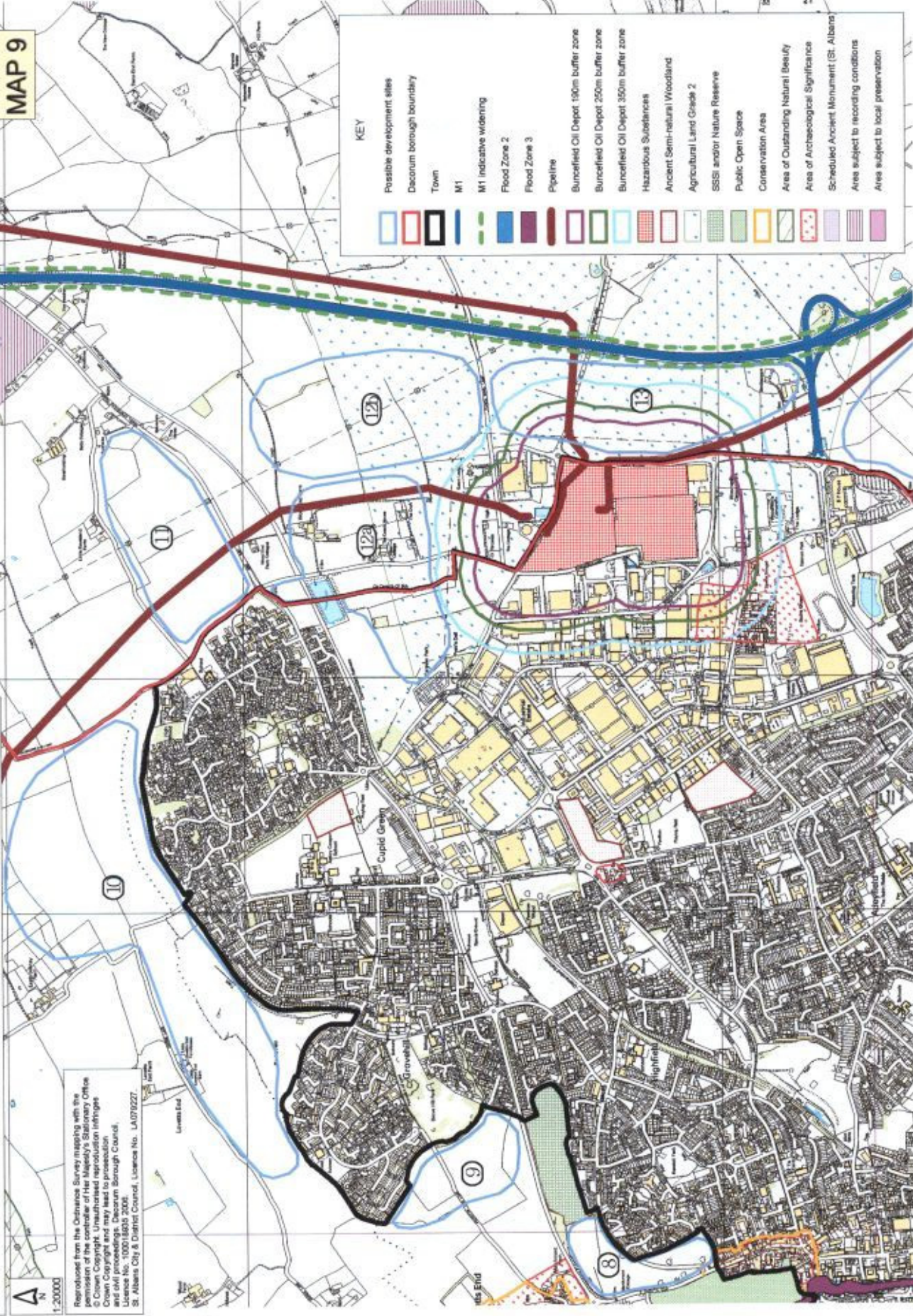
**KEY**

M1 widening (indicative)	600m buffer of Primary Schools
Primary Schools	800m buffer of Local Centres
Local Centre	1000m buffer of Railway Stations
Hemel Hempstead Railway Stations	2000m buffer of General Employment Areas
Main commercial/ shopping centre	Town
General Employment Area	5000m of Main commercial/ shopping centres
Decorum boundary	

# North East Hemel Hempstead Urban Development Possibilities























1:20000  


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REDBOURN CP  
**MAP 9**

**KEY**

	Possible development sites
	Decorum borough boundary
	Town
	M1
	M1 Indicative widening
	Flood Zone 2
	Flood Zone 3
	Pipeline
	Buncefield Oil Depot 150m buffer zone
	Buncefield Oil Depot 250m buffer zone
	Buncefield Oil Depot 350m buffer zone
	Hazardous Substances
	Ancient Semi-natural Woodland
	Agricultural Land Grade 2
	SSSI and/or Nature Reserve
	Public Open Space
	Conservation Area
	Area of Outstanding Natural Beauty
	Area of Archaeological Significance
	Scheduled Ancient Monument (St. Albans)
	Area subject to recording conditions
	Area subject to local preservation