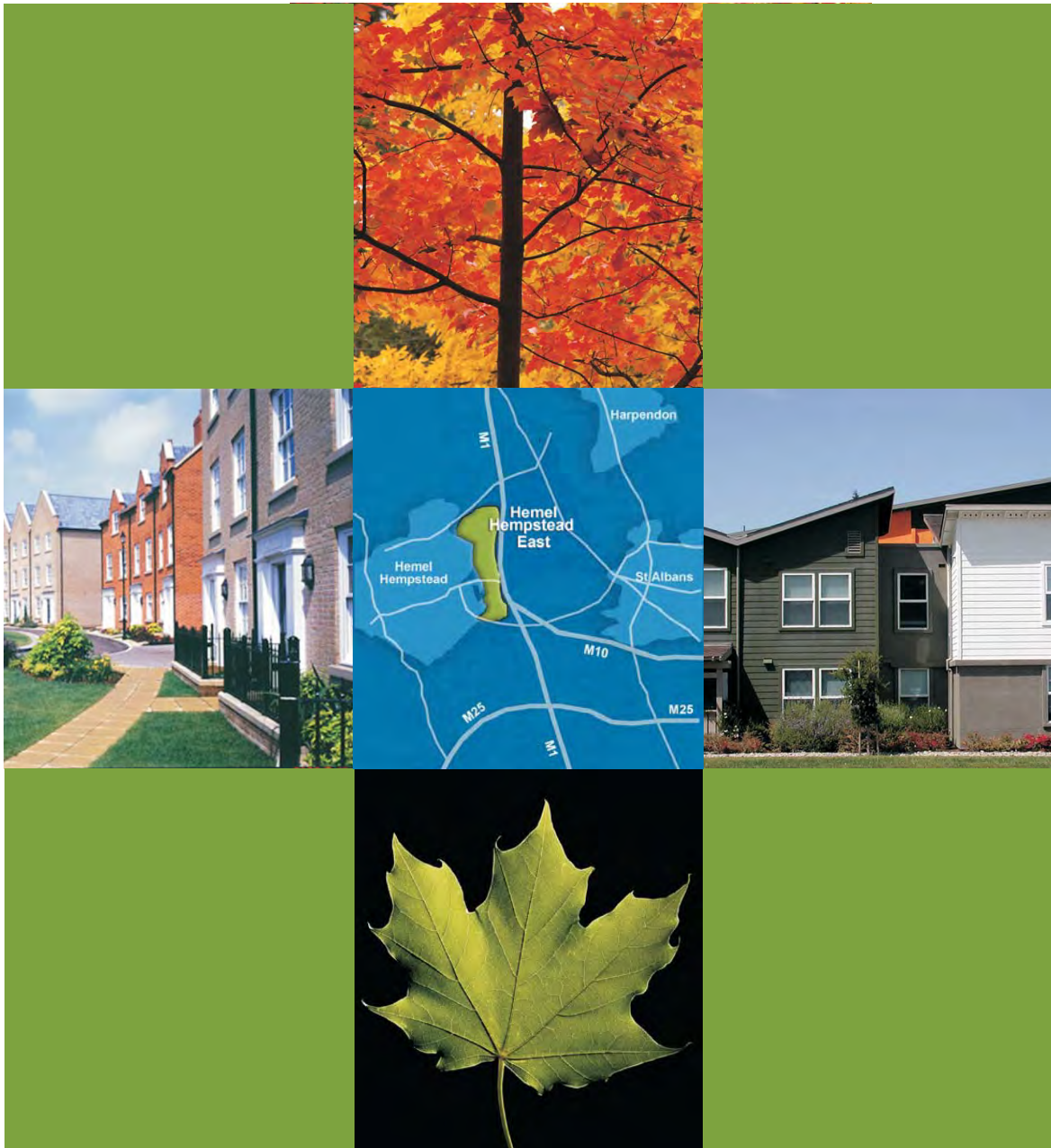


Part D Proposed Development



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1. Introduction

This Part D of the document explores how the land to the east of Hemel Hempstead could be developed. In doing so, Part D draws together the key conclusions from the earlier parts A, B and C as important context and support for the proposals. It also builds on these conclusions to demonstrate how a major urban extension at Gorhambury could be developed in terms of key design concepts, access opportunities and other important aspects of the development. It should be read alongside Part C which sets out a number of possible measures that could be incorporated and designed into the development from the earliest stage to ensure that the development is as sustainable as possible and that it will be resilient to future climate change impacts. Part B, in addition to setting out the baseline, also sets out a number of opportunities associated with the proposed development. These are not all repeated in the proposals set out here in Part D, but are all options that will be considered in greater detail as the proposals evolve and as there is input from the Councils, key stakeholders and the public.

The proposals demonstrate The Crown Estate's commitment to work in partnership to identify and pursue the most appropriate mechanisms for joint working to address key dimensions of the development going forward.

Whilst significant technical work has been undertaken, the draft Concept and 'proposals' set out in this document are not set in stone and The Crown Estate very much welcomes joint working with Dacorum Borough Council, St. Albans City and District Council, and other key stakeholders. It also welcomes the involvement of the public and in particular local residents in developing proposals for the most appropriate form of development for the site. It is therefore important that the content of this document be viewed as the starting point for discussion and joint working rather than a final indication of how the development should be planned. It has not been appropriate to undertake wider public consultation at this stage as the proposals do not have any status in the planning system yet.

The Crown Estate as the single landowner in the Gorhambury Concept area will be a valuable partner for the local authorities in working towards meeting the need for new homes in Dacorum and meeting the need for a high quality sustainable urban extension to the town. There will not be any added complications of land assembly issues, and The Crown Estate is committed to its core values of commercialism, integrity and stewardship.



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2. Design Principles and Concept

2.1 Introduction

The design principles and concept that has been worked up for the development are very much based on the way that Hemel Hempstead has developed over the years. They consider the approach to growth of the town as a whole rather than simply growth to the east of the town in isolation. Development to the east of the town should not simply be viewed as an urban extension to the town, but it is about the growth and development of the whole town, providing an opportunity to regenerate parts of the town and bring new investment to the town to ensure that it continues to grow in a sustainable way. This will be significantly more beneficial than small scale piecemeal development which does not bring the same benefits, and in particular cannot bring the same benefits in terms of provision of infrastructure and local community facilities and services.

The starting point for the proposals identified below is set out in Part A of this document on the context for growth. Key findings from the baseline work and identified opportunities in Parts B and C of the document have been incorporated to set out an indication of how the land to the east of Hemel Hempstead could be developed, in the form of a Concept for the area.

Figure A1.2 (after page A2) in Part A sets out the Concept that has been developed.

2.2 Analysis of the Surrounding Neighbourhoods

The residential neighbourhoods on the eastern edge of Hemel Hempstead are a mix of planned new neighbourhoods in the case of Woodhall Farm and extended historic centres in the case of Leverstock Green. This gives the northern and southern sections of the eastern extension area unique conditions to respond to in each case which this section will draw out and highlight.

To add to this, the Maylands Business Park (and Buncefield Oil Depot) form an extensive interface in the central area of the eastern extension. This has recently undergone a master-planning exercise with a view to improving the mix of development to transform the park from overly dominant business uses in isolation to a business 'neighbourhood'. As such, this area and interface is also described in this section in order to establish what the land to the east can offer.

2.2.1 Woodhall Farm

This neighbourhood is in the far north eastern edge of Hemel Hempstead, to the north of North East Hemel Hempstead/Three Cherry Trees Lane Housing Allocation and separated from the eastern expansion area by Redbourn Road and the Nicky Line. The Hunters Oak section of this neighbourhood is however to the south of



Redbourn Road and north of the Nicky Line and forms the main connectivity between future development planned through the local plan allocation at North East Hemel Hempstead/Three Cherry Trees Lane.

Woodhall Farm is newer development for Hemel built in the 1970's and 1980's. The countryside edge to the north and east is well defined with the neighbourhood effectively being inward looking and very few opportunities to connect with the rural fringe. The neighbourhood is predominantly typical 1970's two storey semi-detached and terraced housing with primary schools and a local shopping centre including a Sainsbury's supermarket. These facilities are accessible from the northern edge of the eastern expansion area but restricted in access on foot by the busy Redbourn Road.

2.2.2 Maylands Business Park

This area is between Redbourn Road to the north and Breakspear Way to the south with Maylands Avenue forming the main spine through the area connecting the two. The area has been developing since the 1960's. There are a number of different scaled businesses in the park with the majority of offices centred on Maylands Avenue and larger units with more industrial processes eastwards towards Buncefield. There are some mixed use components along Maylands Avenue near the Wood Lane End junction.

The eastern edge of the area is dominated by the Buncefield Oil Depot. This forms an industrial character to this area with connections to the main Maylands area via Boundary Way to the south and Three Cherry Trees Lane to the north. Green Lane forms the interface with the land to the east which could be used for the expansion. Deliveries to and from the depot occur on the east side resulting in a number of heavy vehicle movements on Green Lane.

2.2.3 Leverstock Green

This neighbourhood is based upon the intersection between Leverstock Green Road and Bedmond Road which formed main routes through the area historically. As such, a number of older buildings from the sixteenth, seventeenth and eighteenth centuries exist including Leverstock Green Farmhouse, Crabtree Inn and Hill Farmhouse. There are also some Victorian cottages. There is a church centrally just off the intersection between Leverstock Green Road and Bedmond Road and a village green. Facilities include a parade of 1960's shops, public house and village hall/library. The area has a distinct character given the scale of the place and the structure of its centre. It feels like a village despite its coalescence with the rest of Hemel to the north and west. The majority of the 'village' was however built in the 1950's and 1960's with additional development in the 1970's.

The eastern edge of Leverstock Green is formed by Westwick Row which has considerable character formed by the hedgerows and landform. A number of listed buildings are along this road, clustered at the central point and to the south at the junction with Hemel Hempstead Road. Some new infill development however has been sensitively placed along this route in the 1990's. The properties on the south east side of Leverstock Green on Green Acres and Bartel Close back onto agricultural land at the moment forming a rather sub-urban fringe to the town in this



position. The landform is continuous from these properties and does not suggest a natural edge to the town at present.

2.3 Major Physical Constraints

A number of the other technical supporting papers set out details of major constraints in the area. This section draws from these investigations and highlights the main physical and locational constraints to be responded to in the Concept.

2.3.1 Buncefield Consultation Zone

Set out below are the types of land uses that would be permitted under the new land use planning advice from the Health and Safety Executive (HSE) which will come into effect in Summer 2008.

Increase zone distances to inner zone 250m, middle zone 300m and outer zone 400m but no change to sensitivity levels. **Introduce new Development Proximity Zone (DPZ)** at 150m. Development in DPZ would be restricted to buildings which are not normally occupied such as warehousing (no offices), outdoor storage, farm buildings and parking (with no facilities).

Inner Zone - parking areas (excluding areas with picnic tables etc.); and
- offices, factories, warehouses, workplaces (non-retail) providing for less than 100 occupants and less than three storeys.

Middle Zone - as in inner zone plus:
- dwellings (up to 30 dwellings and at a density of no more than 40 per ha);
- hotel/motel etc. up to 100 beds;
- motorway/dual carriageway;
- development for use by general public where total floor space is from 250m² to 5000m²; and
- outdoor uses involving public (not more than 100 people at facility at any one time).

Outer Zone - as in inner and middle zone plus:
- institutional, educational and special accommodation for vulnerable people.



Main uses not permitted in any zone are large developments of institutional and special accommodation for vulnerable people (hospitals, nurseries, schools, sheltered homes) and open air development with large numbers of people (theme parks, large stadia, outdoor markets etc.).

2.3.2 Oil Pipelines

There are three main pipelines which run to and from Buncefield:

- one north named BPA K/B 10" pipeline;
- one east along the southern edge of Hogg End Lane named Total Fina 10" pipeline; and
- one south along the eastern edge of Green Lane named the BPA 14", 8" and 6" pipelines.

The location of these is shown in Figure B8.1 (after page B130).

Easements for access and maintenance are the main constraint and buildings cannot be positioned over them although roads can cross them with suitable design features:

- Low Pressure Main (Small diameter) - allowable easement to be 3m wide, i.e. 1.5m either side of the centre-line of the pipe; and
- High Pressure Main i.e. pressure >7 Bar (larger diameter) - allowable easement to be 6m wide, i.e. 3m either side of the centre-line of the pipe.

The Buncefield incident has triggered a review of the safety guidance on development adjoining pipelines which has not concluded yet but will need to be reviewed when available. There is provision for diversion of pipelines within The Crown Estate's landholdings and this is something that will be considered at the more detailed planning stage.

2.3.3 400kV National Grid Electricity Lines and Pylons

There is a 400kV National Grid electricity overhead line cutting across the northern part of the eastern expansion area from the M1 north of Junction 8 and across Redbourn road heading north west past Woodhall Farm. The following constraints apply.

Electricity Lines

National Grid does not set a stand-off distance for locating residential properties in proximity to powerlines. They advise that the 'effect of overhead lines on amenity should be taken into account' and that safety clearance distances need to be observed. The latest (Jan 2007) advice on Electro-Magnetic Fields (EMF's) from the Energy Networks Association suggests that the largest 400kV lines can generate 'maximum field' levels which match or exceed the International Commission on Non-Ionising Radiation Protection (ICNIRP) exposure levels directly under the lines.



The EMF levels however fall rapidly with distance to the side of the lines and 'typical fields' under the lines are well below these levels.

With a minimum 45m strip (assuming pylon width 25m with 10m stand off either side) levels drop down to similar levels as produced by a TV. But given the non-conclusive research on EMF's the Concept will seek to locate dwellings as far as possible from the lines (levels negligible 100m to side of lines) without destroying the cohesion of the place. See National Grid 'A Sense of Place' design guidelines which have been referred to here for guidance.

The height of any landscape or built elements next to the lines will need to be checked for safety clearance at the detailed stages as per the advice in National Grid 'A Sense of Place' design guidelines Appendix 9.

Electricity Pylons (towers)

With the large pylons to the north, it is difficult to route the main access road from Redbourn Road along the same valley without them having a big negative visual intrusion. There is only one 'difficult' pylon visually, on top of the plateau and in the centre of the Woodend South neighbourhood. It will be necessary to ensure the base of the pylon at least is screened by buildings and not visible from the public realm. Keeping the surrounding roads close to it and well enclosed with built form should minimise local views to the pylon.

2.3.4 M1 Motorway Noise stand-off distance

A 100 metre stand-off distance zone from the M1 for residential development should be adopted for the Concept stage. For less sensitive development such as employment areas, a stand-off of 50m is proposed. Land within 50m of the motorway should ideally not be used for recreational purposes but land 50-100m could be.

2.4 Key Opportunities

Parts B and C of this document have set out a number of opportunities and explored possible options for incorporation in the draft concept for the proposed development. These included possible opportunities associated with the provision of bus only routes, provision of dedicated bus and cycle routes, park and ride facilities, and use of clean energy vehicles.

A number of opportunities associated with informal recreation and public access have been identified. These include opportunities for new and improved footpath routes, such as circular routes, routes that link settlements to the east of Hemel Hempstead and routes which provide access to key attractions and facilities such as the Gorhambury remains, historic features, local nature reserves and woodland areas. These are options given the extent of The Crown Estate's land ownership to the east of the M1. There are also a number of opportunities associated with informal recreation. There are a number of opportunities for required mitigation and biodiversity enhancement in the area.



With regard to climate change and sustainability, a number of different options associated with achieving zero carbon energy, water neutrality and waste reduction/minimisation are put forward for possible incorporation in the proposals.

2.5 Existing Movement Gateways and Connections

Movement in and through the eastern expansion area will need to be informed by an overall approach to movement in and through Hemel and the wider network. The transport section details more technical aspects of this. This section highlights the structural approach to gateways and connections based on an understanding of the physical constraints and opportunities on the eastern side of Hemel.

2.5.1 Major Gateways

The major gateway into Hemel from the east is from the M1 motorway at Junction 8. This is currently undergoing improvements as part of the widening work. This gateway has a role beyond the movement of traffic and is the 'front door' into the town. However it is not expressed as such at the moment and significant improvements could be made to welcome visitors to Hemel and set the standard of environment for the town from the outset. The area from Junction 8 to the roundabout on Breakspeare Way and Green Lane needs extensive landscape improvement and new landmark buildings could frame this entrance and approach to make a distinctive statement for Hemel. This would then set the standard for improvements along the whole of Breakspeare Way into the Town centre.

2.5.2 Minor Gateways

Hemel is also approached and exited at two other main points on the eastern side. One is to the north on Redbourn Road and one to the south on Hemel Hempstead Road. These connect to Redbourn and Harpenden to the northeast and St. Albans to the southeast. The urban edges along these roads form the gateways into Hemel. They are both very much 'back end' gateways with the backs of houses and gardens forming the first visual sight of the town. This does not give an immediate 'welcome' to the town and could be improved in both cases.

To the north, Redbourn Road follows a valley alongside the Nicky Line and then rises towards the south eastern corner of the Woodhall Farm neighbourhood. Cherry Tree Lane effectively forms the point across Redbourn Road where the town currently begins. The inward looking design of Woodhall Farm however limits the expression of this gateway as trees line the Redbourn Road all the way down to the roundabout with Three Cherry Trees Lane.

To the south, Hemel Hempstead Road approaches Hemel across the M10 and M1. There is a minor gateway already in place in the form of the junction with Westwick Row. Here a number of historic buildings cluster around the junction and enclose the space. This marks the way into the town and acts as an effective gateway. However it is some distance further along Hemel Hempstead Road before the urban edge of town at Leverstock Green is actually located.

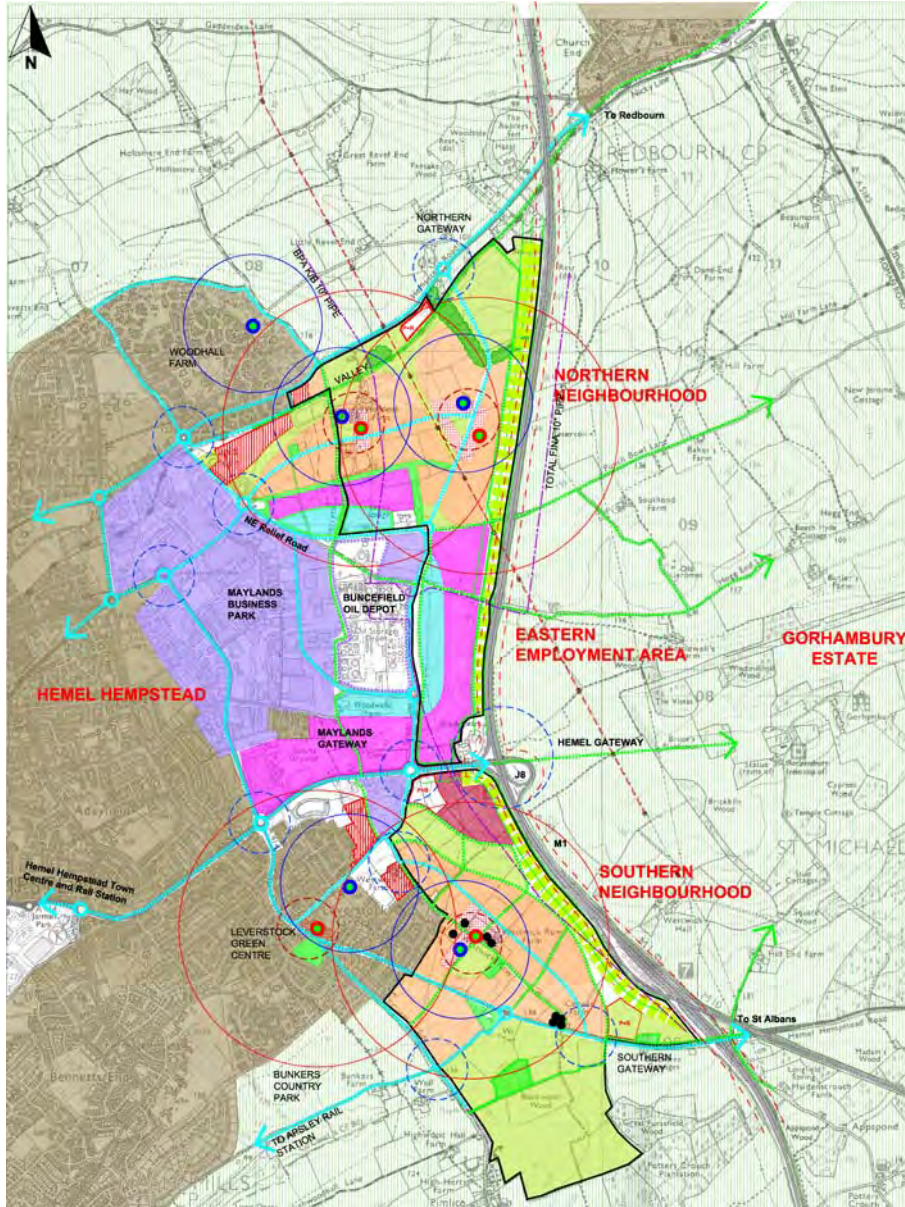


2.5.3 Connections

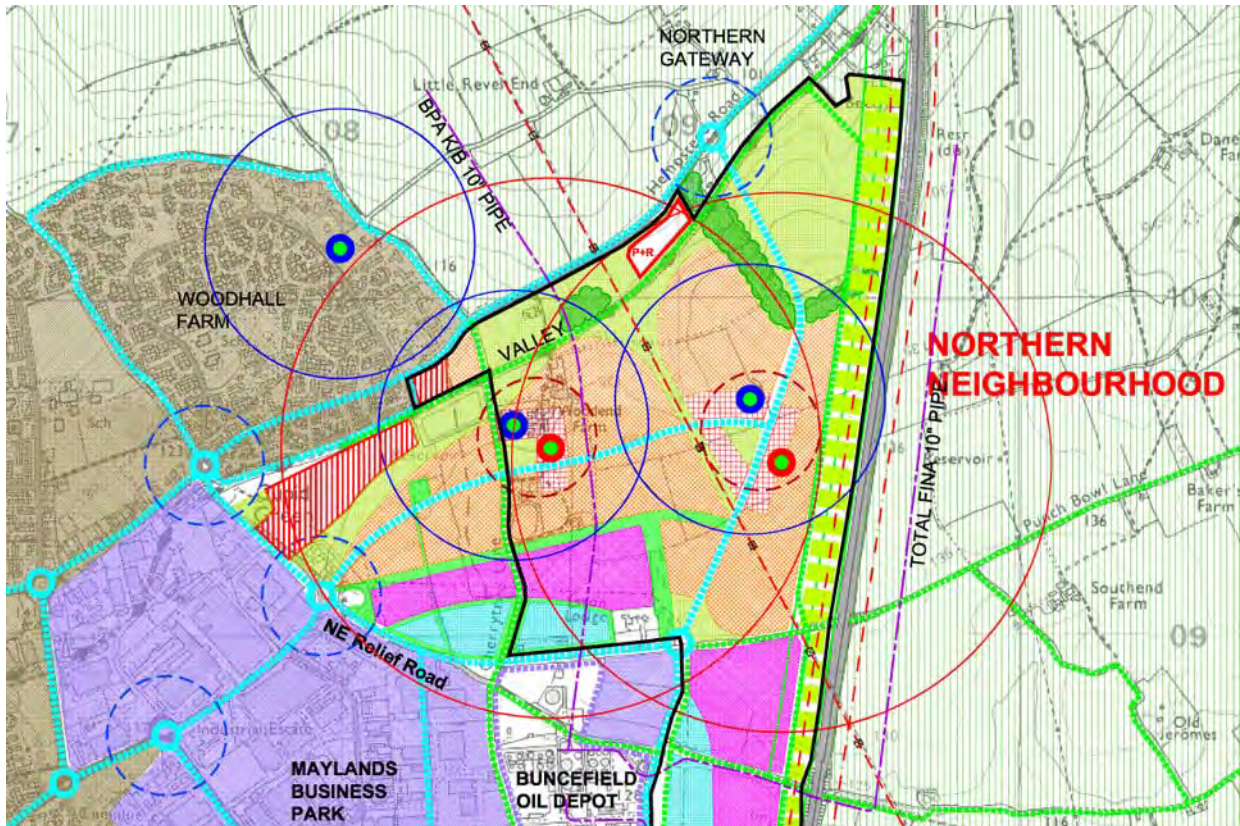
Connections between the south eastern edge and north eastern edge are currently focused on the roundabout on Breakspear Way with Maylands Avenue. Green Lane connects north to Buncefield and two industrial units and comes to an end. This has potential to be continued northwards and connect to the Redbourn Road with few constraints except the crossing of the Nicky Line. Southwards, Green Lane connects to Leverstock Green Road in the centre of the village but is a rural/sub-urban in character road and not a high capacity connection. Improvements to this section of road will need to be considered.



Urban Design Approach to the Eastern Edge



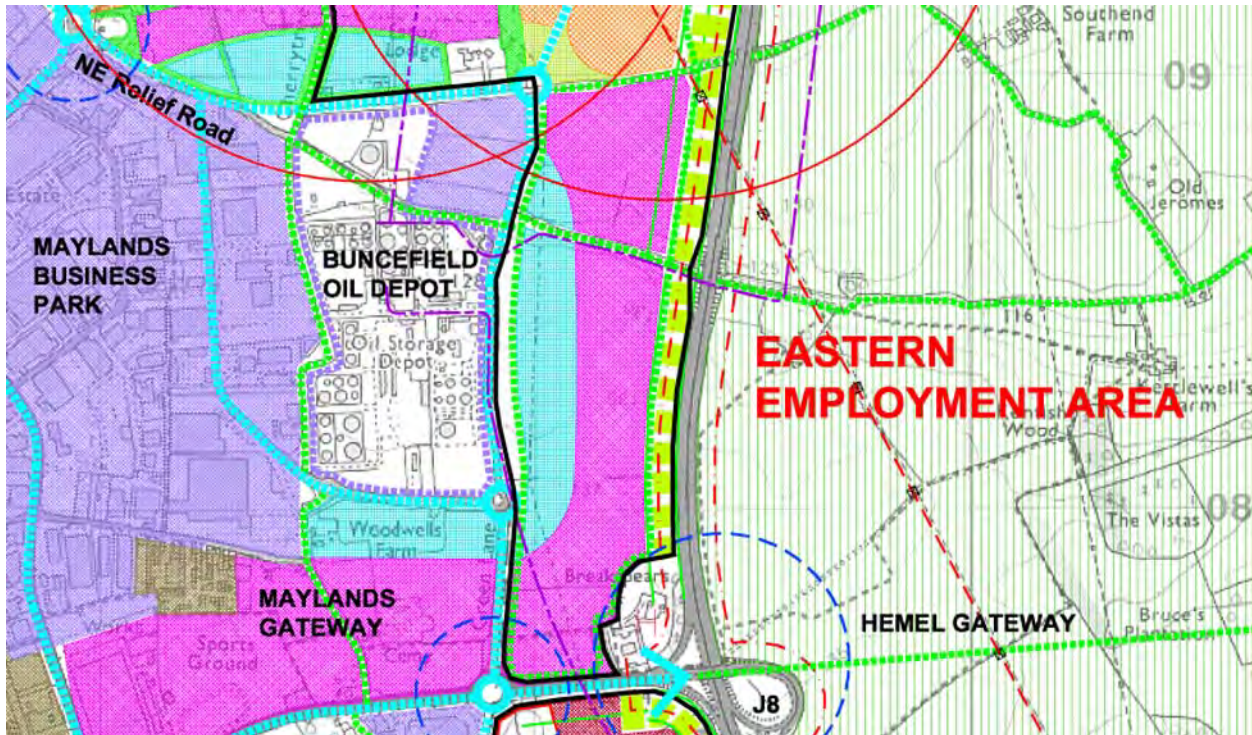
East Hemel Hempstead Urban Extension - Revised Concept Plan



2.6.1 Northern Neighbourhood

- Approximately 3,000 new homes set around two mixed use centres and village greens with two new primary schools.
- Two new main streets connecting Redbourn Road to Green Lane and Three Cherry Trees Lane via the two new neighbourhood centres with new public transport capability.
- Open space at the core of each neighbourhood and to the north along the Nicky Line, to the north east and along the M1 buffer strip.
- All development outwith the 400m outer HSE consultation zone around Buncefield.
- New Green Belt boundary to the north utilising structural landscape elements.
- Constraints including overhead powerlines and underground pipelines incorporated into the layout of the neighbourhoods.
- Northern Gateway Park and Ride facility off Redbourn Road together with improvements to the highway to facilitate priority public transportation within an urban 'boulevard'.

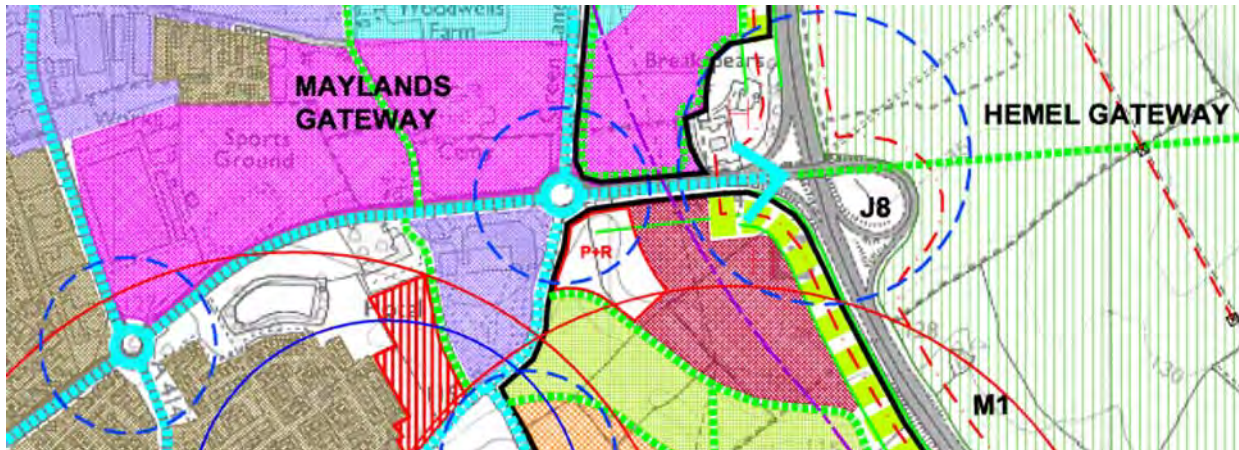




2.6.2 Maylands East

- B1 office development outwith the 400m outer HSE consultation zone around Buncefield.
- B2/B8 employment and warehousing between the inner and outer HSE consultation zone around Buncefield ensuring a high quality face onto the M1 for the Maylands Business Park.
- Possible location of two wind turbines within the 'energy zone' closest to Buncefield.

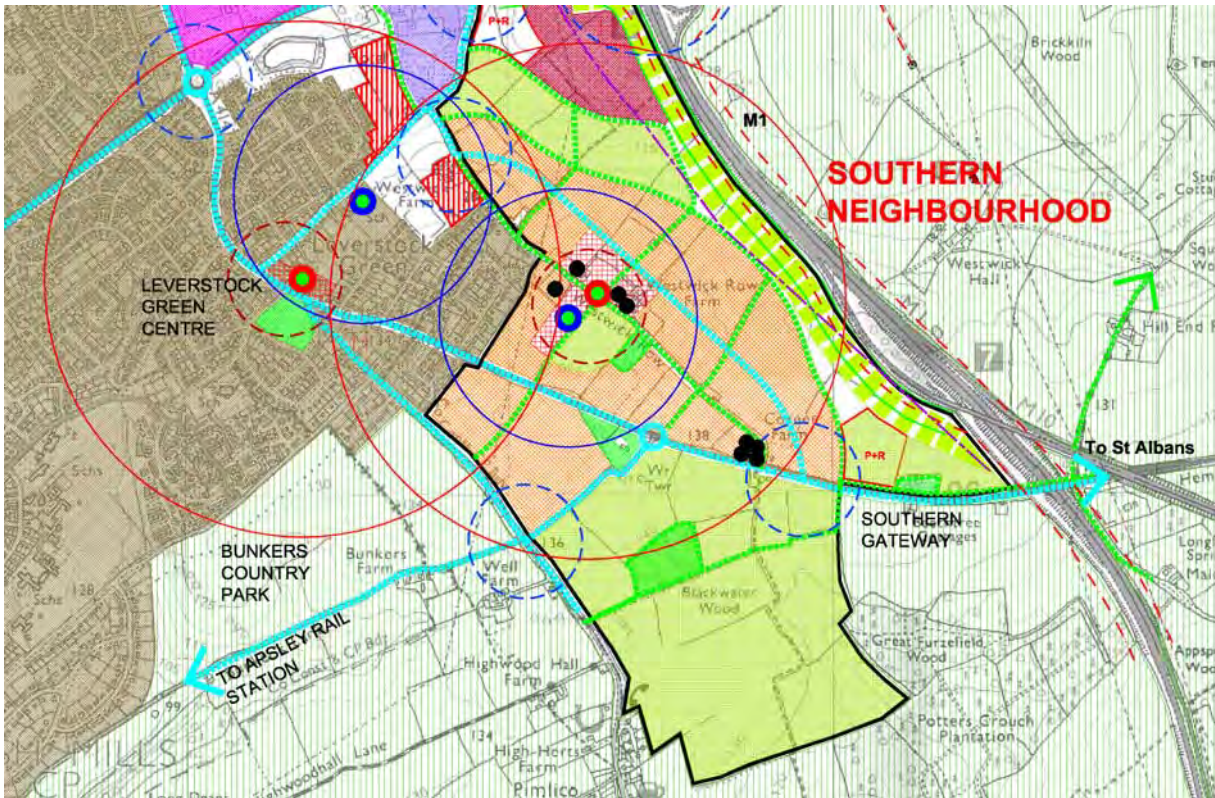




2.6.3 Hemel Gateway

- New gateway to Hemel Hempstead from the M1 Junction 8 with landmark buildings including a possible new stadium for the town.
- Central Gateway Park and Ride facility (possibly in conjunction with the stadium) off Breakspear Way together with improvements to the highway to facilitate priority public transportation within an urban 'boulevard'.





2.6.4 Southern Neighbourhoods

- Approximately 3,000 new homes set around the existing ‘village’ of Leverstock Green with a new mixed use centre, village green and primary school centred on Westwick Row.
- The layout of the neighbourhood respects the memory of medieval origins of settlement in the area and sensitively incorporates a series of listed buildings within their context and setting.
- Incorporating existing streets and lanes into the development whilst respecting their character and managing traffic onto new complimentary streets such as a new main street north of Westwick Row to act as a main movement corridor for the development.
- Open space at the core of the new neighbourhood and to the north expressing the valley bottom and acting as a parkland interface with the possible stadium site. Recreational routes link along the M1 buffer zone north and south to other resources such as Blackwater Wood and Bunkers Country Park.
- New Green Belt boundary to the south utilising existing roads and lanes as defensible boundaries.
- Southern Gateway Park and Ride facility off Hemel Hempstead Road together with improvements to the highway to facilitate priority public transportation within an urban ‘boulevard’.



- In developing the Concept, consideration has been given to information from Dacorum Council which sets out the components of a typical neighbourhood (see Appendix A). These are similar to the guidelines produced by University of West of England et al 'Shaping Neighbourhoods - A Guide for Health, Sustainability and Vitality', 2003.

2.7 Conclusions

This chapter has set out the Urban Design principles and Concept for Eastern Hemel Hempstead. The Concept is flexible and will evolve as more information is gathered and as other stakeholders become involved in its development. The Concept illustrates that in addition to provision of new northern and southern neighbourhoods, incorporating central mixed use areas with primary schools, local shops, open space and other key community facilities and services, there are significant opportunities to provide for employment uses, a new town stadium, and new recreational links. Development of the Hemel Gateway offers a significant opportunity to extend the Maylands Gateway Proposals by improving the gateway to the town from the M1. Improvement of this area will have a significant impact on the town and its image and will be important in the regeneration of the eastern part of the town. Development of this scale also offers an opportunity to address infrastructure problems that exist and to introduce more sustainable transport options.



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3. Transport

3.1 Introduction

The transport policy context and baseline work has been set out in Part B. This identified that the proposed Gorhambury development would compliment the Maylands second centre to Hemel Hempstead, providing a balance between the employment opportunities at Maylands and new residential development. A development the size of that proposed at Gorhambury will include a range of new local amenities which is likely to reduce the need for people to travel longer distances for their day to day needs. The impact analysis undertaken in Part B highlights that these are effectively worst case scenario impacts and that there are a number of opportunities to reduce these impacts on the road network which could be incorporated into the proposals at an early stage. Such measures are likely to be possible to incorporate due to the scale of the proposals at Gorhambury and could not necessarily be integrated with a much smaller scale of development. Reference is made to a number of these possible measures and options for promoting sustainable transport below. It should be noted that these are put forward as possible options at this stage and as with other elements of the proposals will be subject to extensive consultation with key stakeholders and the public at the appropriate stage.

From this work, an initial development access strategy is put forward, as set out below.

3.2 Development Access Strategy

The following is put forward as a set of initial ideas for an access strategy which would assist in delivering the objectives of local and regional policies and may also shape area specific policy to be defined as part of the Transport Plan for Hemel Hempstead. Gorhambury represents a major extension of the residential and commercial communities to the east of Hemel Hempstead and this would affect the wider transport network. Consequently many of the ideas are based on addressing the wider highway network and may not be directly attributable to Gorhambury although it could provide the momentum to stimulate contributions from other developments and funding sources. At the end of this section, and more specific to the Gorhambury development, a set of general guiding principles are set out as an initial design brief for the design of streets and places within the Gorhambury development.

3.2.1 Transport Concepts

A414

As a major radial this route represents a significant barrier between existing areas north and south of the road and is also a barrier to the new development. The County Council also indicated that this was an air quality and noise sensitive corridor. As this is the main link between the town and the M1, reducing traffic flows, reducing



severance and improving the highway environment does represent a challenge which, to some extent, is beyond the scope of this development. However, the provision of gateway development and a bus park and ride within the proposed development could open up opportunities to address both issues as described below.

Signing and signalling technology should be installed to direct traffic at appropriate times of day and on specific days into the Park and Ride, for example during peak commuter times. This should be linked to journey time information into the town centre.

The junction of the park and ride should be designed to make access into the park and ride easy and obvious. It should also incorporate bus priority which responds to inbound and outbound buses triggered by the vehicles to ensure there are no delays to these vehicles.

The layout of the A414 should be redesigned to provide high quality vehicle responsive bus priority. This could be achieved through allocation of one lane either along sections or at junctions. A balance would be required to ensure adequate access for commercial vehicles especially at the access to the Maylands area. The creation of a major bus priority spine into the town may also provide benefits in terms of journey times for other public service vehicles. Both Hertfordshire County Council and the Highways Agency were open to ideas around this theme.

Options to Promote Sustainable Transport

The internal layouts should be designed to allow maximum permeability by bus. This could be achieved through the creation of bus only roads, bus gates within the development or a combination of both.

The feasibility of using both Hogg End Lane and Punch Bowl Lane for local bus services should be investigated. As the lanes do not serve any major developments (some access for farm/single properties would need to be maintained), these could be dedicated bus and cycle routes. The structures under the M1 could be a constraint and it is probable that these routes would only be suitable for small vehicles linking St. Albans, North Gorbamby and Maylands. Some redesign of the junctions with the A1081 would be required to ensure that these were safe for bus and cycles, perhaps combined with cycle facilities along the A1081. Hertfordshire County Council acknowledged that in principle alternative use of these lanes could be acceptable however; concerns were expressed over the enforcement of bus only routes.

The former Nicky Line route is already designated as a pedestrian and cycle route. There may be potential for this route to be modified to serve residential areas and a strategic park and ride site in the north of Gorbamby and also provide a link to north of Maylands and into the town centre. The corridor could be used as a combined cycle and bus link. During its decline in the 1900's a hybrid road/rail vehicle was used on this line and this theme could be continued with the use of a 'clean' bus similar to the hybrid diesel/electric buses in use in Gateshead and Manchester city centres. Use of clean energy vehicles is consistent with the philosophy for Gorbamby and quiet vehicles would not detract from the leisure use of the line. The narrowness of the route through the cutting could be a constraint and solutions to this would need to be investigated; for example, to link into the cutting north of the Gorbamby development an inclined 'terrace' cut into the embankment may be feasible. The engineering and



ecological issues would need to be investigated further as the Nicky Line is a County Wildlife Site and is a habitat for many different species. Hertfordshire County Council was open to suggestions regarding the feasibility of this.

Rail

In view of the proximity of Apsley station to the existing residential area south east of Hemel Hempstead and the proposed Gorhambury residential communities, a direct public transport and cycle link to the station may be viable. Bunkers Lane which links the A4147 to Apsley appears to offer some potential for this and has potential low sensitivity in terms of traffic. However significant improvement would be required along Bunkers Lane to make this easily passable by bus, safe for cyclists and the vertical alignment may put off many potential cyclists.

Existing bus and cycle routes to Hemel Hempstead station may benefit from reduced traffic and reallocation of road space on the A414 as described earlier.

Integration with Maylands

The work being undertaken into the regeneration of the Maylands Area will address many of the current design and accessibility issues facing the area. The interface between the north of Gorhambury and Maylands will be important to the successful regeneration and integration of the developments with Hemel Hempstead and early involvement with Dacorum Borough Council is advised.

3.2.2 Gorhambury Design Proposals

The guidance on the design of local streets especially within new housing developments has been undergoing a radical review over a number of years culminating in the launch of the Manual for Streets this year. The development at Gorhambury is an ideal opportunity to put this into practice creating twenty-first century environments which support the wider objectives of local and national transport policy. The following is based on latest best practice and is put forward as set of guiding principles applicable to all elements of the Gorhambury scheme.

Road Hierarchy

Hierarchies of standard road types, based on simple traffic flows and/or numbers of dwellings (e.g. Local Distributor, Major Access Road, Minor Access Road) are no longer recommended. Applying standardised road types will make it difficult to achieve a sense of place, which is an important in developing Sustainable Communities. The following guiding principles should apply:

- reinforced existing coupled with new pedestrian and cycle access to new public squares and between distinct destinations within the area;



- removal of motorised through traffic from some roads within the area and all motorised traffic from other internal roads to reduce severance between and within residential and commercial communities, existing and proposed public spaces and amenities; and
- reduced vehicle access points and creation of ‘Gateway’ junctions into the area with a clear distinction between different highway environments.

Design Standards

Research has confirmed that drivers modify their behaviour in response to their environment. The new guidance recommends reduced visibility at street junctions and tighter road geometry that encourages slower vehicle speeds and provides a more favourable street layout for pedestrians and cyclists. Research suggests that this produces safe and workable layouts.

The philosophy will be to reduce the dominance of the car in both residential and commercial communities and providing high quality cycle and pedestrian routes and integrated bus routes, perhaps on dedicated links through the development and to railway stations and the wider area.

Parking

A decision regarding parking policy provision needs to be weighed up against sustainable transport options available and the proximity and ease of access to local amenities and employment areas. Simply restricting the amount of car parking can lead to other parking problems. Management of streets and car parking areas needs to be considered carefully. Managed off street car parking provision such as ‘car barns’ can be a successful solution although security issues need to be considered along with access from the car to dwellings.

Travel Plans

Residential and employee Travel Plans can provide information on services and routes for bicycles and to encourage residents to use sustainable modes of transport rather than the car.

Residential Development

Development of schemes should follow these basic principles:

- road widths reduced at key pedestrian/cycle crossing points including junctions;
- traffic management devices kept to a minimum to reduce or remove where safety would not be compromised the segregation between pedestrians and road traffic;
- sensitive design of measures to segregate conflicting movements at gateway junctions to the area;
- designs that give a clear indication to all road users where the highway environment changes;



- reduced visual clutter through careful location of signage and lighting and other traffic management/safety devices; and
- use of shared surfaces, street planting and furniture to balance the priorities between motorised traffic, pedestrians and cyclists.

3.3 Conclusions

This chapter has put forward a number of possible options and initial high level access strategy for the proposed development at Gorhambury. Many of these options/measures such as the creation of a high quality vehicle responsive bus priority route along the A414 are likely to be viable given the scale of proposed development at Gorhambury. A series of smaller urban extensions elsewhere around the town are unlikely to be of a scale significant enough to warrant provision of such measures.

Other options put forward include linking the bus priority route into a Park and Ride linked to journey time information in the town centre, consideration of using Hogg End Land and Punch Bowl Lane for local bus services, consideration of the feasibility of using a clean energy vehicle along the Nicky Line, and providing a public transport link along Bunkers Lane to Apsley station.

This work along with the impact analysis set out in Part B of this document will be taken forward at the appropriate stage. The transport and highways work undertaken so far has been severely restricted by the lack of a detailed transport model for Hemel Hempstead. It is understood that more detailed work has been commissioned by the County Council and District Council. Entec, on behalf of The Crown Estate, will undertake more detailed work relating to the impacts and possible solutions to minimise these impacts once the more detailed transport model is available.



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Creating the environment for business



4. Landscape Framework/Strategy

4.1 Introduction

Chapter 4 in Part B of this document outlines the landscape and visual considerations that influence the content of the proposed development at Gorhambury. This identifies the key landscape opportunities and constraints associated with the proposed development.

The character and quality of the landscape, both existing and proposed, has been a key element in the shaping of the proposals for development to the east of Hemel Hempstead. The key features that have influenced the proposals for development and the supporting landscape framework are identified below in the context section. This chapter goes on to set out key recommendations for development and landscape proposals which will need to be refined and incorporated into a landscape strategy as the proposals develop further.

4.2 Context

Important landscape features related to topography, the agricultural landscape and the modern urban environment have influenced the shape of the proposed development and its supporting landscape framework. These are as follows.

Valleys and Plateaus

The gently undulating landscape of rounded hills which steadily slope into dry valleys will form the key structuring element of the proposed development. Valley systems associated with the Nicky Line to the north and Leverstock Green to the south of the A414 will be retained as key open spaces providing for recreation and linkages into the wider area. Built development will be sensitively incorporated on higher, flatter land.

Agricultural Landscape

The site is currently in agricultural use; predominantly large scale arable fields with smaller areas of pasture near houses and upon steeper sloping ground. Important features of this agricultural landscape include the narrow sunken country lanes with their diverse hedgerows, medieval field patterns and associated hedgerows to the east of Leverstock Green, medieval village footprint of Westwick to the south east of Leverstock Green, traditional brick and flint vernacular farm buildings, and woodland blocks that break up the open and rolling landscape and dominate the skyline. Through the incorporation of these intrinsic landscape characteristics and in response to characteristics of historic value, the proposed masterplan has created a cohesive landscape structure that contributes to the creation of a distinctive sense of place.

Modern Urban Environment

The most visually striking landscape features are those associated with the urban environment and include the prominent Brakespear Park buildings, telecommunications masts, electricity pylons and overhead transmission lines, the M1 motorway, Buncefield Oil Depot and associated large industrial and retail buildings. The



incorporation of appropriately located screen planting both adjacent to these features and the key visual receptors, will reduce the effects associated with these visually intrusive features and improve the approach to, and landscape setting of, Hemel Hempstead.

Retained Ecology

Development proposals will seek to conserve and enhance non-statutory Wildlife Sites located within the area including the Nicky Line - a linear woodland feature and associated habitats; and Westwick Row Wood - ancient semi-natural woodland. Whilst the majority of the site comprises arable fields of negligible ecological value there are several small copses and areas of woodland located within the northern and southern part of the site that will be retained and enhanced. The majority of field boundaries are provided by hedgerows and those located in the southern part of the site are of most nature conservation value. Hedgerows and hedgerow trees will be retained and will form part of the green network.

4.3 **Landscape Strategy**

The following key recommendations for development and landscape proposals will be refined and incorporated within any future landscape strategy that responds to a defined development strategy.

Provision of Structural Landscape Framework

In order to integrate the development into the surrounding landscape satisfactorily and to enhance the existing boundaries of the site, the provision of areas of structural landscape planting have been incorporated to provide a clear delineation between urban area and countryside, help screen negative visual elements, provide shelter, define newly created open spaces, and allow the phased development to be introduced upon sites with an established framework of shelterbelts, woodlands, wildlife corridors etc. The three key areas of proposed structural planting are as follows:

- along western edge of the M1 motorway;
- adjacent to the existing woodland located within the north eastern part of the site and the Nicky Line; and
- to the north of Bunkers Lane and the Hemel Hempstead Road.

The proposed development will include many other new areas of planting that will be integrated into the wider network of green spaces and wildlife corridors. These will take the form of smaller areas of structural planting, street and roadside planting, and planting located within recreational and residential areas.

Retention of Key Landscape Features

The retention and enhancement of existing field boundary hedgerows and woodlands within the landscape framework will preserve and enhance the character of the area, and safeguard nature conservation and protected species. Where appropriate, the provision of new hedgerows and woodlands will further strengthen the landscape and development framework.



The implementation of built form and landscape features that respond to the existing historic settlement footprint and field/lane patterns of Westwick and the Gorhambury Estate, and the retention of existing agricultural and domestic buildings, will provide the development with a strong sense of place.

Punch Bowl Lane and Hogg End Lane are distinctive sunken lanes that will be retained and enhanced to form key pedestrian/cycle friendly routes into the wider countryside.

Sensitive Incorporation of Development within the Surrounding Landscape

The northern and southern plateau landscapes are in part open to views from the wider countryside and are visible from the key approaches to Hemel Hempstead. Through a combination of sensitive location of built form, structural planting and good building design at the urban edge (i.e. development of appropriate scale, height, density and colour etc.), the proposed development will provide a high quality landscape setting to the urban edge of Hemel Hempstead.

Development of Recreation Resources and Links

The proposed development provides many opportunities for the creation of new formal and informal recreational resources and the improvement of access into the wider countryside and Hemel Hempstead. The scale of the proposed built footprint also affords an opportunity for development to sit within a parkland setting - Geoffrey Jellicoe's original design intention for Hemel Hempstead.

There will be a clear hierarchy of open spaces within the proposed development, connected to the public realm through a network of corridors. Open spaces will provide for leisure and recreation and nature conservation and will vary in their typology. The network will improve bio-diversity and provide for the safe movement of pedestrians and cyclists between new and existing open spaces, Hemel Hempstead, the Gorhambury Estate and the wider countryside. Together they will form a part of a green network of village greens and parks, formal play areas, linear parks, PRoW/cycle ways, road reserves, private gardens and structural landscaping. Key open spaces will include 'village' greens and civic spaces located within residential centres/mixed use areas. More informal open spaces are proposed within the valley systems associated with the Nicky Line and located to the east of Leverstock Green, along the western side of the M1 motorway, and to the north of Blackwater Wood linking through to Bunkers Lane existing open space.

Children's play facilities are a key feature of open space provision and the proposed development will support play provision in accordance with the policies of the relevant planning authority (St. Albans District Council). St. Albans accept that playing facilities should be provided to meet with the National Playing Field Association (NPFA) target of 2.4 hectares per 1,000 persons distributed within an open space hierarchy to meet the needs of all age groups. The recreational open space hierarchy is set out:

<u>Type of Open Space</u>	<u>Size Range</u>	<u>Catchment (Maximum distance from homes)</u>
District Park	>20ha	3.2km
Local Park	2-20ha	1.2km



Small Local Park	0.8-2ha	0.4km
Children's Play Area	0.4-08ha	0.4km
Toddlers Play Space	20-100sq.m	< 0.2km

Note: A separate children's playground need not be provided where facilities exist in a park located within 400 metres of homes. Ideally, each home would be within the appropriate catchment area for each type of open space.

St. Albans Local Plan Policy 70 Design and Layout of New Housing states that for new residential developments with more than 100 dwellings public open space should be provided on the basis of 1.2ha per 1,000 persons - comprising of 0.8ha children's play area and 0.4ha general amenity space. The proposed Gorhambury development will comprise up to around 6,000 dwellings which equates to around 15,000 persons. To satisfy this planning policy the proposed new development will incorporate around 18ha of open space comprising 12ha of children's play areas and 6ha of general amenity space. As the proposed development would effectively be part of Hemel Hempstead, Dacorum Borough Council's standards may also need to be taken into account, although this is unlikely to make a significant difference in the level of provision.

Key open space provision will be in the form of 'village' greens and civic spaces located within residential centres/mixed use areas, open spaces located within the valley systems associated with the Nicky Line and located to the east of Leverstock Green, and open space to the north of Blackwater Wood. Children's play facilities will be incorporated within the development in accordance with best practice and NPFA guidelines.

Diversification of the Landscape

The proposed development will seek to retain open land in agricultural use where possible and where appropriate will seek to diversify existing agricultural land uses and carry out management to enhance its potential for wildlife, recreation or sustainable energy. In addition, the proposed development will provide areas of additional woodland planting and create wildlife corridors etc. The opportunity exists both within the site and on land located immediately to the east for the provision of bio-crops, productive woodland, and regional recreational resource.

4.4 Conclusions

Consideration has been given to enhancing the existing boundaries of the site, and areas of structural landscape planting have been identified in order to help screen negative visual elements, provide shelter, provide a clear delineation between the urban area and countryside and allow development to take place within an established framework of shelterbelts, woodlands and wildlife corridors. In addition to setting out the key areas proposed for structural planting, key landscape features to be retained are identified. These include existing field boundary hedgerows and woodlands. Open space requirements are identified, which translate into a requirement for around 18ha of open space comprising 12ha of children's play areas and 6ha of general amenity space. A landscape buffer is proposed along the M1, although those areas closest to the M1 will not be considered to be usable open space, although it is likely that open space over 50m from the M1 could be usable open space.



5. Meeting the Needs of the Community

5.1 Introduction

A development on the scale being considered at Gorhambury will give rise to considerable demands on local services, need and demand for new services and facilities, and significant opportunities to improve provision across the board for the wider area. In order to show how these issues will be addressed, the purpose of this chapter is to do three things - first, it seeks to establish the basis for engaging the community in the process, so that its views can shape provision of important community assets. Second, it argues for the adoption of the key principles of Stewardship to underpin our approaches to new community and its on-going management. Finally, it demonstrates The Crown Estate's understanding of, and commitment to, the relevant approaches to and standards of provision that are likely to be the subject of further examination and discussion with the local authorities and stakeholders. This builds on the community facilities audit detailed in Part B chapter 3 which should be read alongside this chapter.

5.2 Establishing a Basis for Community Involvement

The engagement of the local community in the development proposals for Gorhambury will be influenced by important provisions of the reformed land use planning system and by the provision of community strategy engagement.

5.2.1 The planning system - the Statement of Community Involvement and the proposed development at Gorhambury

A key objective of the new planning system encompassed in the Planning and Compulsory Purchase Act 2004 is to strengthen the role of community involvement in planning decisions. The Dacorum Borough Council Statement of Community Involvement (SCI) was published in June 2006 and sets out how the Council intends to work with partner organisations, stakeholders and the community in considering local development documents and planning applications. It broadly sets out the expected arrangements for both consultation and participation. In establishing these arrangements the Council must strike a balance between the speed of decision making process and providing a reasonable opportunity for public involvement.

The consultation strategy set out in the SCI seeks to:

- give those who want to have the opportunity to constructively contribute and participate in the local plan process;
- front load the consultation process to enable comments to be made in the early stages before policies are drawn up, i.e. at the issues and options stage;



- actively encourage participation from any groups who have in the past been under represented in the local planning process e.g. young people and people from ethnic minority groups;
- keep organisations and the public informed about the local planning process and provide feedback on how their comments have been considered;
- raise awareness of the local planning process;
- ensure corporate participation;
- learn from the consultation process and seek ways of improving it; and
- draw from the consultation process, views of other Council services and where possible outside organisations.

The Statement of Community Involvement sets out the consultation strategy that will be adopted for the various stages of the development plan and also for planning applications. In particular, a number of measures are suggested for major applications; that is those proposals for development that involve 10 or more dwellings or where the number of dwellings is not given on sites over 0.5 hectares. The consultation measures proposed for major applications are summarised in Table D2.1, which is summarised in Council's contained of community involvement.

Table D2.1 Consultation measures for major applications in Dacorum

Approach	Tier 1: Applications where there are issues of scale and controversy or are contrary to/out of line with the local development framework	Tier 2: Applications broadly in accordance with the local development framework but raising controversial issues	Tier 2: Applications which authorities require wider community involvement. Also applications that fall within sites that are sensitive to development pressures
Public exhibition	✓	✓	✓
Town/Parish Councils	✓	✓	✓
Website	✓	✓	✓
Architects panel	✓	✓	✓



Conclusions on the Statement of Community Involvement in relation to Gorhambury

Although the proposed development would be part of Hemel Hempstead in Dacorum Borough, it would be in St. Albans City and District and therefore St. Alban's SCI will also be relevant. This was adopted in April 2006. This sets out similar principles, which are to encourage consultation as early in the planning process as possible. This also sets out the statutory consultation requirements for major applications.

The implications for the Gorhambury development are that a comprehensive community consultation strategy would need to be developed and implemented to ensure that the proposals take account of both existing residents in Hemel Hempstead and other key stakeholders associated with the new development. The exact details of this strategy will be discussed and agreed with the Council, however it is likely to involve at least some of the measures identified in Table D2.1. It is also likely to be appropriate to establish a working group made up of key stakeholders who would meet early on in the process to develop the proposals. It is envisaged that this would need to take place well before any planning application is submitted. This process would be likely to start at the time when the Hemel Hempstead East Area Action Plan is beginning to be developed and continue through to planning application stage.

It is considered that the engagement process would involve a number of different stakeholder groups such as the landowner, the County Council, Dacorum Borough Council, St. Albans City and District Council, the final developers involved in the delivery of the site, local community groups and other NGO's as appropriate. Following discussions with the Council, a Consultation Strategy to engage with the community and other stakeholder groups would be discussed and agreed. It is likely that much of the work outlined in this strategy would be undertaken prior to the submission of planning applications for the proposals.

5.2.2 Community Plans

In addition to Statements of Community Involvement, both Dacorum and St. Albans have Community Strategies/Plans which are also relevant.

Dacorum Borough Council's Community Plan

Dacorum's Community Plan entitled 'Dacorum 2015 - A Better Borough' was produced in January 2005. The Plan is based around nine key themes as follows:

- reducing crime and feeling safe;
- creating a cleaner and healthier environment;
- improving social care and health;
- ensuring easy access to local employment;



- delivering lifelong learning;
- meeting housing need;
- promoting culture, arts and leisure;
- encouraging community involvement; and
- responding to the needs of children and young people.

These have been identified as the things that are important to the residents of Dacorum.

These are all clearly issues which need to be considered in working up the proposals for Gorhambury. The plan sets out a series of objectives for each of the above themes, a number of which are relevant to Gorhambury.

With regard to reducing crime, one of the objectives of relevance is to improve the street scene by designing out crime. This can be achieved through good design and has been considered strategically in the concept plans that have been drawn up for Gorhambury and would be considered in detail at the masterplanning stage.

With regard to creating a cleaner and healthier environment, a number of objectives are relevant such as encouraging more energy saving schemes and more people cycling and walking, maintaining and seeking to improve public transport, reducing volumes of waste through re-use, recycling and recovery. The chapters on energy and waste reduction in Part C of this document set out how the proposed development at Gorhambury could achieve these objectives, which will be key to the success of the scheme and reducing its impact on the environment. The transport chapters in Part B and D also set out a number of ideas for developing public transport as part of the Gorhambury proposals.

Under the theme of improving social care and health, needs such as more provision for young people, e.g. community clinics and clubs, and local relevant services tailored to the whole community. At the detailed planning stage, these will need to be considerations when determining what community facilities are likely to be needed as part of the development or when determining what social and community facilities financial contributions may be required for.

Under the theme of ensuring easy access to local employment, relevant objectives include attracting and retaining a range of diverse businesses to the Borough, encouraging the best conditions for business in terms of infrastructure, logistics, transport and utilities, improving the physical environment, provision of affordable housing to match the level of jobs created. These are all objectives that can be addressed through the Gorhambury proposals, which include employment development, with improvements to infrastructure and public transport to the east of the town. Affordable housing will also be a major part of the development, with the local authorities likely to require between 30% and 50% affordable housing.

Under the theme of meeting housing need, objectives include creating and maintaining communities by creative design in new build, providing housing types that meet changing social patterns by being adaptable, working with



planning agents and private developers to maximise the potential for affordable housing on local sites, and sustainable and less environmentally damaging housing stock. The paper on energy sets out possible options for ensuring that new housing at Gorhambury is zero carbon, reducing impact on the environment. Part C of this document also notes in chapter 5, section 5.5 that there is potential to incorporate self-build into the proposals at Gorhambury which would be beneficial in working towards meeting key sustainability principles and would be beneficial in terms of affordability for the local community. The Crown Estate could retain a certain degree of control over the types of housing that is developed through design competitions and design briefs.

St. Albans and District Sustainable Community Strategy

St. Albans Community Strategy is entitled 'Shaping Our District Together for 2021'. The Strategy sets out three priorities, which are: ensuring the district is a great place to be; keeping the district healthy; and supporting an active community that has pride in itself and cares for its future. Key areas of work which are set out under each of these priorities are providing facilities and activities for young people, supporting the development of affordable housing, encouraging and supporting healthy lifestyles, reducing our impact on the environment and encouraging green and sustainable travel. These are all objectives that will need to be addressed through the proposed development at Gorhambury.

5.3 Adopting the Principles of Stewardship Towards Community Provision

Stewardship is at the heart of The Crown Estate's core values and, for it, means pursuing good environmental practice, making sure that its activities in the communities in which it operates are handled sensitively; providing a safe working environment; and taking a sustainable long term view in its actions. Put another way, Stewardship is the act of taking responsibility for the well being of the environment and doing something to restore and protect well being. It specifically involves:

- an attitude of respecting and caring for the environment;
- relationship to place;
- commitment;
- responsibility, authority and accountability;
- education, recreation and community building;
- a contribution to sustainability;
- co-operation amongst people with different interests and the sharing of decision making; and
- voluntary effort/commitment.



In practice, such a philosophy is usually translated into practical management of assets. These assets might be owned or leased, activities might be self sustaining through voluntary effort and/or income generation or demand. Whilst Stewardship can in many instances equate to management there is an implied commitment over and above this which involves a greater or lesser degree of community engagement, although in practice, delivery might be by a number of partners from public, private or voluntary sectors.

5.3.1 Models for Stewardship

There are broadly three models for Stewardship of community assets - traditional local authority provision; management through a private company; and community management. These are explored below.

Local Authority Management

Direct management by local authorities is by far the dominant Stewardship model and despite trends towards outsourcing, service provision will remain the most feasible model for the majority of open space and other community assets. The types of Stewardship functions that most local authorities take on include:

- landscape maintenance and open space management: grass cutting and shrub bed maintenance, street furniture, signs, litter bins, bollards, barriers, tree and woodland maintenance;
- communal car parking: maintenance and dispute resolution;
- play area equipment maintenance: RoSPA, public liability insurance issues, needs risk assessment; and
- football pitches: maintenance; health and safety issues, standards, provision of changing rooms.

Management Service Providers

The distancing of managing local authorities from the day to day provision and running of services has created a significant private sector market. Typically, service providers concentrate on built assets however it is acknowledged that some providers now manage open space assets. There are typically three types of service provider:

- private companies that manage local authority services and buildings;
- those organisations that that manage open spaces; and
- Registered Social Landlords (RSLs) that manage an authority's affordable housing.



Community Stewardship

It is becoming increasingly common for communities themselves to manage resources to be provided as part of a development proposal. There are different types of community organisation that can be implemented to manage these resources:

Community Organisation/Association

A community organisation is a voluntary organisation which aims to bring together all those parties concerned with furthering the interests of the community. Such associations generally have a set of rules or a constitution that affect its future work, membership and whether the organisation is charitable.

Unincorporated Organisation/Association

These are usually run a committee of elected representatives. The association has no legal standing as a company or organisation and the individuals in the association have collective responsibility for the actions it takes. Where the organisation is a charity the members are the Managing Trustees.

Partnership

A partnership is an agreement between two or more partners to work together to achieve a common aim. In order to be successful it is recognised that they should be founded on a clear purpose, trust and agreement on responsibilities. All these issues take time to establish.

Community Development Trust (CDT)

Community Development Trusts are a particular type of partnership organisation. Whilst there is no one model for such organisations they do offer benefits to the local community, public bodies, non profit organisations and funders. The structure of these organisations is often that of a limited company that reuses rather than redistributing profits. Activities of trusts are frequently charitable, so many apply for charitable status.

Housing Co-operatives

These organisations have been set up and run by people who own and manage residential properties. They are similar in many ways to Housing Associations but are managed by tenants. Housing Co-ops, like other industrial and provident societies are registered with the Registrar of Friendly Societies. Once registered a housing co-op can lease or buy properties and then rent them to its members.

Charitable Organisations

In order to be registered as a charity an organisation must restrict its activities to the relief of poverty, the advancement of religion, the advancement of education, or other purposes beneficial to the community. Other types of organisation identified in this section of the report may also seek charitable status if their objectives are charitable and the service they provide is for the wider public benefit.

Limited Companies

A limited liability company by guarantee is increasingly popular as an organisation structure for larger community initiatives and partnerships.



5.3.2 Applying the Models to Gorhambury

The particular blend of models employed is dependent on three key variables: geography (i.e. the type of community space); phasing of the development; and available finances. This section of the report has not attempted to determine or speculate on costings for the Stewardship models. The precise costings can be worked out, setting likely commitments against income sources.

In terms of costing the different methods of Stewardship, local authority provision will be the cheapest (covered through the Council Tax), service providers the most expensive (profit taken out of the community), with community management somewhere in-between (this demanding asset transfer and significant start-up costs but this recycled back into the community over time).

All three Stewardship models hold potential for application at Gorhambury in various contexts. However, they carry choices with them, related to decisions to be made about such issues as asset bases, the scope of community involvement (in part related to the phasing of development) and aspirations for environmental Stewardship over and above that of typical maintenance regimes.

Given the uncertainties over income generation, in the short term at least, local authority service provision for many of the assets is an attractive option, with a suitably negotiated Service Level Agreement. This would probably incur additional costs over and above that provided under a typical maintenance regime, but would go some way toward meeting expectations about quality. Innovation through community management could be built up over time as the community becomes established, perhaps gradually replacing local authority management regimes.

Issues to be Resolved

There are a series of generalised and some more fine-grained issues which demand attention before recommendations on Stewardship can be firmed up. Some basic issues are:

- Establishing ownership patterns and site allocations.
- Identifying community needs and aspirations (existing and potential). This could be undertaken through the consultation strategy identified earlier.
- Determination of likely commitments required for particular assets e.g. wildlife conservation.
- Identifying potential partners for delivery.
- Identifying potential assets which might generate income.
- Appraise realistic community commitment e.g. to volunteering, now and in the longer term.
- Identifying potential cost of Stewardship commitments over the short, medium and longer term.



Some more detailed issues are set out in Table D5.1.

Table D5.1 Key Issues and Associated Elements

Question/Issue	Contributory elements
How might ownership patterns impact upon potential income streams and management of the assets (capital and revenue)?	<ul style="list-style-type: none"> • effect on the choice, or establishment, of a mode of Stewardship e.g. CDT/CIC; • impact on the ability to raise future income e.g. through grants; • involving key stakeholders in the short and longer term; and • extent and nature of the responsibilities of the Registered Social Landlord (RSL).
Range of Stewardship functions.	<ul style="list-style-type: none"> • scoping of typical responsibilities; • risk assessments, health and safety assessments, public liabilities; • area management plans; and • short and longer term options.
Securing a sustainable source of income.	<ul style="list-style-type: none"> • range of community facilities which might generate income; • service charge level and allocation; and • matching aspirations for Stewardship to community capacity and likely income.
Assimilation of new residents.	<ul style="list-style-type: none"> • developing a strategy for assimilation e.g. welcome packs for potential residents, social event and the use of restrictive covenants; • sustaining enthusiasm for the original aspirations; and • capacity for changing direction in the light of experience and evolving community mix.
Delivery of aspirations.	<ul style="list-style-type: none"> • diversity of opportunities and challenges demands commensurately diverse solutions; • consideration of what is practical/achievable in the short and long term; and • matching community capacity to identified challenges.

5.4 Providing Community Facilities to Meet Identified Needs and Opportunities

A key aspect of the Gorhambury development proposals will be the provision of what are referred to in this report as community facilities to meet the needs of those who will occupy the new development. It is likely that these facilities will complement, improve and add to those already provided in Hemel Hempstead. This section of the report will outline the types of facilities that are likely to be provided as part of the proposals in accordance with the relevant standards set by the Council, the Government and other relevant organisations. It will also indicate the condition and shortfall of existing community facilities in Hemel Hempstead, with a view to identifying how shortfalls in the town will be addressed.



5.4.1 The Community Facilities Audit

The Community Facilities Audit for eastern Hemel Hempstead, set out in Part B chapter 3 of this document, showed where key social and community facilities are located in the town and in particular in the vicinity of the proposed development site. This concluded that the population in eastern Hemel Hempstead is well served with large facilities, but that as the development is on the edge of the town it is appropriate to provide for more local facilities in the new development to ensure that all new residents are within reasonable walking distance of such facilities. Please refer to Part B chapter 3 for detailed information on community facilities.

The Facilities Audit section sets out in detail where existing facilities are provided in Hemel Hempstead in relation to the proposed development to the east. This considers the adequacy of the level of provision of facilities in the town in relation to the population of the town. This Audit also focuses on the possible number of new facilities that are likely to be required in the new development and their catchment areas.

In addition, the design principles and concept for the proposed development set out in chapter 2 of this part of the document (Part D) provides an indication of the type of community facilities and services that might be provided as part of the proposed development. This includes primary schools, local shops, community centres, possible new doctor's surgeries, and open space and recreational facilities.

5.4.2 Sport, Recreation and Leisure Facilities

Dacorum Borough and St. Albans District Council Standards

Dacorum Borough Council's general policies for leisure and tourism are contained in Section 9 of the Dacorum Local Plan (Adopted 2004). It is noted that high priority will be given to the provision of land for a wide range of leisure activities and that provision should enable the needs of all sections of the community to be met in appropriate locations. Needs will be assessed on the basis of the widely accepted standards of provision and adapted according to the character of the local area.

Policy 73 of the plan sets a broad standard of 2.8 hectares of leisure space per 1,000 population. This should be distributed so that all residential areas are within reasonable walking distance of facilities of a type which reflect the needs of the local population in terms of sports and/or play. Reasonable walking distance will be taken as meaning 400 metres by footpath, without intervening barriers such as busy main roads, railway lines and industrial areas.

St. Albans District Local Plan Review (Adopted 1994) sets out a number of detailed policies relating to leisure facilities and open space provision. This sets out the NPFA targets for playing space of 2.4ha per 1,000 population.



National Standards for Open Space and Play Areas

The Six Acre Standard sets minimum standards for outdoor playing space and was produced by the National Playing Fields Association in 2001. This document states that the National Playing Fields Association recommends a minimum standard for outdoor playing space of 2.4 hectares (six acres) for 1,000 people. This is broken down by providing 1.6 hectares (four acres) for outdoor sport and 0.8 hectares (two acres) for children's play space.

The document comments on the provision of open space for new developments and states that there is no precise way of predicting the sporting and physical preferences of new residents. Basic forecasts can however be made on the basis of demographic predictions and it is important to set aside sufficient land of a suitable size and nature to be used for sport at a local level.

The document states that for all new residential developments, the selection of sites for children's play areas must be an integral part of the design process and not an afterthought. The children's play space element of the standard is categorised according to Local Areas for Play (LAPs) Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs). The characteristics of each area are as follows.

- LAPs: Catering for children up to six years of age these areas should be within one minute walking time of home. It should be positioned on a pedestrian pathway that occupies a reasonable flat site. The activity zone should cover a minimum of 100m².
- LEAPs: These areas cater for children between four and eight years and should be within a five minute walking time of home. They should contain an activity zone of 400m² and at least five pieces of play equipment.
- NEAPs: Catering for older children these can be subdivided into two distinct parts; the first comprising a playground area and the second a hard surfaced area for ball games or wheeled activities. These areas should be within 15 minutes of home and be positioned beside a pedestrian pathway on a well used route.

Outdoor Sports Pitch Provision

In October 2006 Dacorum Borough Council published a Sport and Recreation study for outdoor sports facilities. This provided an assessment of outdoor sports facilities and a strategy and action plan for different areas of the Borough. In relation to Dacorum this study concluded that in broad terms there was a surplus of sports pitches in the Borough, however many senior and some junior football pitches were overplayed and resulted in latent demand for the following facilities:

- two senior football pitches;
- one junior rugby pitch; and
- one senior cricket pitch.



Indoor Facilities

The Strategy and Action Plan for Indoor Sports Facilities for Dacorum Borough was produced in March 2006. This strategy was developed from research and analysis of the provision and use of indoor facilities for sport and active recreation in Dacorum. The main findings of the study are as follows.

- **Leisure facilities:** There is no current shortfall in sports centres but poor accessibility in some areas. School facilities are limited and often poor. Particular demand exists for sports hall facilities.
- **Sport Specific:** Demand was identified for gymnastics equating to the extension of facilities, Hemel Sports Centre and Ashlyns School. A deficiency has been identified from indoor tennis facilities across the Borough. Demand for other sports has been identified but this does not equate to the need for additional facilities.
- **Community Facilities:** A need for additional community centres has been identified for use by ethnic minority groups. The areas that have a lack of such facilities include Bennetts End, Grovehill, Woodhall Farm and Highfield.

Educational Facilities

Educational facilities to be provided as part of the proposals would be determined through discussions with the County Council. The existing situation with regard to primary school provision is currently changing as the County Council has been undertaking a primary school review in Hemel Hempstead with a view to closing and amalgamating a number of schools. The decision has now been made to amalgamate certain schools in North East Hemel Hempstead which may impact on requirements in the proposed northern neighbourhood. However, given the scale of the proposed development new primary schools will be required.

A review of secondary schools in Hemel Hempstead is also due to take place. The results of this will also be relevant to the Gorhambury proposals as the capacity of existing secondary schools will very much influence the need for a secondary school as part of the proposed development. The proximity of existing secondary schools to the proposed development is also key, as is their capacity for expansion.

At present Hertfordshire County Council have a standard tariff for education contributions from developers based on dwelling size and type. This is used in S106 agreements for outline applications where the development mix is not yet known. In other cases if more is known about the mix, the County will look in more detail at the local educational needs and clarify if the standard tariff will apply or if an alternative approach is favourable, for example, if contributions are required to extend a particular school.

Local Healthcare Provision

Policy 67 of the Dacorum Local Plan (Land and Community Facilities) requires the provision of sufficient land to accommodate a wide range of well located social and community facilities to meet the needs of all sections of the community.



Policies 63 and 64 of the St. Albans Local Plan relate to health centres, with a requirement that new surgeries be located close to shopping centres with dispensing chemists and adequate car parking.

When considering whether a developer should be required to contribute towards local health facilities it is expected that the Local Planning Authority will normally consult with the relevant Primary Healthcare Trust to assess what healthcare provision might be required. The following issues are likely to be considered.

- Are healthcare facilities being lost and is adequate alternative provision available or proposed?
- Can existing local facilities or services absorb more patients and/or other uses?
- Does the development generate new demand for specialist or more intensive levels of service that cannot currently be met through existing services or facilities?
- Are existing resources and funding regimes sufficient to meet these increased needs?
- Are facilities and services fully accessible in terms of location and infrastructure to all sectors of the community?

It is likely that planning obligations for the provision of new services will be sought where, as a result of potential increased demands:

- existing premises are inadequate (according to accepted NHS standards) to cope with additional users e.g. poor access for people with disabilities and/or children; poor ancillary facilities;
- premises to be enlarged to provide the additional facilities and services to meet increased patient or user numbers;
- new premises or services have to be provided at a local level; and/or
- funding is inadequate to provide the additional facilities and services to meet increased demands.

Circular 05/05 states that the level of contribution must be fairly and reasonably related in scale and kind to the proposed development. Contributions are likely to be required in areas where local health facilities are operating at capacity, or are projected to reach capacity over the next five year period to 2011. Contributions are also likely where new development will result in GP practices exceeding targets for numbers of patients.

The Dacorum Borough Council Social and Community Facilities Background Study (January 2006) looks at the existing provision of doctor's surgeries in Hemel Hempstead. This report states that the indication from the Dacorum Primary Care Trust (PCT) is that there are a number of current difficulties with surgery premises in the Borough, but that these generally relate to the capacity of buildings rather than the ability of the doctor(s) to see additional patients. In the Woodhall area, in the north eastern part of Hemel Hempstead there are two doctor's surgeries which the study identifies as needing to be consolidated into one larger facility. These would be the nearest facilities to the proposed northern neighbourhood. The study does note that new housing development in this area will put pressure on these existing facilities. The report considers that any residential expansion in this



area could accommodate a purpose built doctor's surgery, along with a local centre which should provide at least a community centre (with attached day care facilities), children centre (for Grovehill/Woodhall Farm and NEHH) and primary school.

Affordable Housing

Dacorum Borough Council's policy for the provision of affordable housing is set out in policy 20 (Affordable Housing) of the Dacorum Borough Local Plan, Adopted in April 2004. This sets out the current requirements for the provision of affordable housing and the size of site to which it applies.

Recent experience of Dacorum Borough Council suggests that the Council will seek between 30% and 50% affordable housing on greenfield sites. With a development the size of the proposed development at Gorhambury it is quite likely that relatively high levels would be sought, particularly as the regional plan (yet to be approved) sets an expectation that around 35% of new housing will be affordable. As the proposed development falls within St. Albans, St. Albans policy will also be relevant. The St. Albans Local Plan does not set a specific target for affordable housing, but given the shortages of affordable housing in the District, any percentage sought in the new Development Plan Documents are likely to be relatively high, also reflecting the regional policy.

Community Facilities

Policy 67 of the Dacorum Local Plan (Land and Community Facilities) requires the provision of sufficient land to accommodate a wide range of well located social and community facilities to meet the needs of all sections of the community. Several policies in the St. Albans Local Plan relate to provision for specific facilities such as day nurseries, community care and public meeting rooms and facilities.

Community facilities include community centres, meeting halls, youth centres, day nurseries and crèches and other similar social infrastructure, indoor and outdoor leisure and recreation facilities, libraries, heritage facilities and places of worship. The provision of community facilities may be on site or contributions made to provision elsewhere, provided that their location can be adequately served by the development. The arrangement for the provision of community facilities would be discussed and agreed with the Council, however it is generally acknowledged that on site provision is preferred in the case of large scale development.

The Dacorum Borough Council Social and Community Facilities Background Study, January 2006 states that as a result of population and social changes, there are an increasing number of elderly people and single parent households, and so the need for certain social and community facilities increases. With regard to childcare facilities, the report notes that the most significant demand for childcare facilities is likely to result from a need to develop Children Centres within the Borough. There is a commitment to providing five of these in the Borough, three in Hemel Hempstead by 2008. The report notes the need to consider further facilities in Woodhall Farm (near to the proposed northern Gorhambury neighbourhood) and in the Maylands Employment Area.



The report goes on to consider play facilities (play areas and Adventure Playgrounds) which it concludes are well provided for. The report notes that Hertfordshire County Council is currently reviewing the provision of youth (13+) facilities with a view to focusing these on a stronger base of three centres. With regard to care for the elderly, the report notes that any development of neighbourhood centres ought to consider additional day centre facilities linked to community centres as part of a cluster of communal uses including health and education.

Discussions would be held with the Council's Community and Leisure departments to determine the need for community facilities in Hemel Hempstead.

Cultural Facilities and Public Art

Policy 67 of the Dacorum Local Plan (Land and Community Facilities) requires the provision of sufficient land to accommodate a wide range of well located social and community facilities to meet the needs of all sections of the community will be given high priority. Cultural facilities such as conference facilities contribute to the social aspect of sustainable development and are therefore justified under the tests set out in Circular 05/05. It is acknowledged that such a facility would meet the needs of the wider Hemel Hempstead area and that as such funding would need to be provided from a wide range of sources.

The Dacorum Borough Council Social and Community Facilities Background Study, January 2006 considers religious and cultural needs. With regard to cultural needs, the report has identified several requirements, which it considers are best met through the creation of a dedicated multi-cultural centre, either the redevelopment of an underused community centre or through provision of a new build.

It is also noted that there is a lack of large venues of community use within the Borough. Detailed research has indicated that a mid scale performance and conference venue of 700-800 seats would be appropriate for Hemel Hempstead. This demand exists beyond the Civic Zone proposals for central Hemel Hempstead.

The provision of public art may also be required as part of the development proposals. It is noted that in other authority areas, developers have been encouraged to allocate up to 1% of total building costs for commissioning public art.

5.5 Conclusions

The Gorhambury development provides a unique opportunity to enhance the community facilities provided in Hemel Hempstead. The key to ensuring that these needs are fully met will be the implementation of an effective community consultation strategy to be discussed and agreed with the Council and implemented at the earliest possible stage, so that key stakeholders and the local community are involved from the beginning. The report provides an indication of the type of community facilities that may need to be provided. This should be read in conjunction with the Facilities Audit set out in Part B chapter 3.



This chapter has highlighted a number of different options in relation to the Stewardship of resources. All three of these models hold potential for application at Gorhambury in various contexts. However, they carry choices with them, related to decisions to be made about such issues as asset bases, the scope of community involvement (in part related to the phasing of development) and aspirations for environmental Stewardship over and above that of typical maintenance regimes.

Given the uncertainties over income generation, in the short term at least, local authority service provision for many of the assets is an attractive option, with a suitably negotiated Service Level Agreement. This would probably incur additional costs over and above that provided under a typical maintenance regime, but would go some way toward meeting expectations about quality. Innovation through community management could be built up over time as the community becomes established, perhaps gradually replacing local authority management regimes. In Milton Keynes Community Development Officers have been recruited as a way of helping new residents to feel part of the community.



6. Delivery and Phasing

6.1 Introduction

The purpose of this chapter is to describe how the Gorhambury development proposals could be delivered, including how the development could progress over time. Possible options for inclusion in planning documents, and how the scheme could be funded are identified. Finally, the problems relating to the delivery and phasing of large scale developments are considered.

6.2 Delivery Options

6.2.1 Planning Policy/Guidance Documents

If the approved East of England RSS identifies a broad area of growth at Hemel Hempstead, and the land to the east of the town was subsequently allocated for development in the St. Albans and/or Dacorum Local Development Frameworks (LDFs), there are a number of different ways the development could feature in planning policy and guidance documents. The approval of the East of England RSS has been delayed awaiting further studies relating to requirements under the Habitats Directive, but is due to be approved in early 2008.

In terms of LDF inclusion, if allocated, the site is likely to be included as a broad growth area in the Core Strategy Local Development Document (LDD), but would most likely also be included in the site allocations document which would set out specific site allocation boundaries. Reference to the allocation would also then need to be covered in other documents, setting out the detailed guidance and requirements.

The local authorities are already proposing to prepare an Area Action Plan (AAP) for East Hemel Hempstead which it describes as setting out "...the spatial strategy for an area subject to economic change and expansion, and potential housing growth." At present the boundary for this AAP covers the Maylands area and parts of Spencer's Park, but does not include The Crown Estate's land to the east of the town. The local authorities acknowledge that the extent of the AAP area is heavily dependent on the scale and location of development required at Hemel Hempstead in the RSS. It is the Council's intention that this document will be adopted by December 2010. There is likely to be a six week consultation period on the preferred options at the end of 2008/beginning of 2009. The Council anticipates the need for collaboration with key greenfield landowners including English Partnerships and The Crown Estate. If the area to the east of the town is allocated in the Core Strategy, then The Crown Estate will have a key role to play in development of the AAP and welcomes involvement.

According to Planning Policy Statement 12 (2004), AAPs should: deliver planned growth areas; stimulate regeneration; and focus the delivery of area based regeneration initiatives. AAPs should clearly set out where different uses would be located and how they would work together, and can also make requests for certain design elements.



It is likely that in addition to preparing this AAP, one or more Supplementary Planning Documents will need to be prepared. This can provide additional guidance and can be in the form of a development brief, or a design brief which will guide developers to developing the site in a way which meets the expectations of the local authorities involved. It may be that such briefs are prepared for the different elements or phases of the urban extension whereas the AAP will cover the whole area including the Maylands employment area.

6.2.2 Local Delivery Vehicles (LDVs)

LDVs can play an important role in local authorities where significant growth is taking place with associated community infrastructure needs.

Dependant on the scale of growth required in Hemel Hempstead, a local delivery vehicle may be an appropriate route through which to manage and facilitate growth. There are a number of different models for LDVs which can be formal or informal partnerships and which can have a variety of different powers.

At the appropriate stage, The Crown Estate welcomes involvement in discussion with the local authorities regarding the most appropriate LDV model.

6.2.3 Funding Mechanisms

To ensure that the development is delivered effectively and in a timely fashion, funding for key infrastructure will need to be secured. This can be done in a number of different ways:

- Section 106 agreements and alternatives such as ‘roof tax’;
- public agency involvement; or
- development partner approach.

Section 106 agreements involve the signing of legal agreements which bind the developer/landowner into providing investment in key infrastructure relating to the development. Traditional Section 106 agreements can be problematic, as they generally do not commit developers/landowners to providing infrastructure up front, before building starts, “Planning agreements are often criticised for being slow, uncertain and inconsistent. Under the present system they cannot deal with the cumulative impacts of development nor meet strategic infrastructure demands” (Pirie, 2007). The timing of infrastructure provision is critical, as it often needs to be in place before the development. It is particularly important that infrastructure is built and operational by the time that residents move in to housing, or companies move in to offices or industrial units.

An alternative to the traditional Section 106 agreement has been trialled in Milton Keynes, and has been dubbed the ‘roof tax’. The roof tax secures part payment of investment from developers prior to commencement of construction, and then further payments are incurred at later stages of the development. The contribution made under the roof tax is based on the number of dwellings involved, with a separate contribution for each employment



site calculated on the basis of floor area. The levy charged in Milton Keynes is to be spent on infrastructure such as road improvements, public transport, hospital infrastructure, universities, voluntary sector capacity building and voluntary sector small grants funding. Whilst not all of this type of infrastructure would be applicable to Gorhambury, the principles are the same.

Unlike Section 106 agreements, the roof tax enables 10% of funding to be provided by developers when they receive reserved matters approval. A further 15% is then payable once development starts, and the remaining 75% is to be paid on completion or occupation of each consented phase of development (Milne, 2005). As well as the timing being better than with traditional Section 106 agreements, the amount of money invested by developers under the 'roof tax' scheme is likely to be greater, which will have knock on benefits on the development as better infrastructure is more likely to be provided.

The 'roof tax' scheme in Milton Keynes is aided by English Partnerships. English Partnerships provide initial funds for infrastructure which are not met by the initial 10% and 15% payments from developers/landowners, and then later it recovers the costs from subsequent tariff payments (Pirie, 2007). The roof tax is an option that could be explored for the Gorhambury development, and should be discussed with St. Albans District Council and Dacorum Borough Council at the appropriate stage.

The roof tax is just one way a public agency such as English Partnerships can become involved in a project like Gorhambury. There are many other ways public agencies can become involved which are likely to benefit the development.

English Partnerships can add value to developments in a number of ways by: working closely with public - and private-sector partners; having the resources to work on large and often complex projects; setting benchmarks for high quality urban design, construction and environmental sustainability; acting as a catalyst for development by being involved at an early stage to prepare sites for development by their partners; devising and encouraging innovative methods of dealing with difficult problems actively engaging local communities; and applying their experience, expertise and skills, particularly in master planning, land remediation and regeneration (English Partnerships, 2007).

Involvement of English Partnerships is mentioned in the Barker Review of Housing Supply (2004), which recommends that English Partnerships should have a lead role in delivering development through, among other things, master planning, and developing supporting infrastructure.

One of the ways English Partnerships could get involved with the Gorhambury development is through gap funding. This is where English Partnerships funds the gap between costs and reasonable returns on the basis of public policy objectives (English Partnerships, 2007). Gap funding can be used to provide funding to winners of development competitions, and could improve the affordability or timing of housing (English Partnerships, 2007).

A third funding mechanism is the development partner approach. This is where a number of developers/organisations group together to formulate how a development goes ahead and to provide funding. An example of this approach is the Stevenage Consortium. The Stevenage Consortium is made up of Taylor Woodrow Plc,



Persimmon Plc, and the Garden Village Partnership. English Partnerships also has an advisory role to the Consortium and owns part of the application site. Proposals at West Stevenage are to develop a mixed use urban extension to Stevenage.

The West Stevenage scheme has been compared to the Milton Keynes 'roof tax' regarding the level of tariff which is being achieved (Jordan, 2006). The West Stevenage scheme also has an alternative to a Section 106 agreement. Instead, a Unilateral Undertaking has been used to secure funding for key infrastructure. A unilateral undertaking is a legal agreement that sets out developer obligations to provide infrastructure and community facilities to support a planned development, and is agreed and signed by all landowners, but not all of the local authorities involved in the development (Jordan, 2006). The main reason for using a unilateral undertaking in this case was that it was not possible to reach an agreement with all parties due to a number of outstanding technical issues, which ruled out having a Section 106 agreement.

The West Stevenage scheme has achieved similar amounts of funding as the Milton Keynes 'roof tax' and has therefore been accepted as a good approach to funding such a scheme. A unilateral undertaking is an option that could be taken by The Crown Estate in relation to the Gorhambury development, in particular if there is any disagreement about funding for essential infrastructure relating to the scheme.

Another example of an innovative funding measure being used for an urban extension scheme is the Newcastle Great Park scheme. For this scheme, developers have agreed to provide long-term funding for the scheme, such as funding for 10 years for a green transport co-ordinator, and free travel to employees at the proposed business park (TCPA, 2007). This helps to secure the long-term sustainability of the scheme. Other similar schemes have provided free bus travel to those living in certain areas for a number of years, to encourage public transport use and hopefully influence people's choice of travel mode once the period of free public transport use has ended. This kind of long-term funding goes beyond what is required from most Section 106 agreements, and is something to be considered for Gorhambury.

6.3 Large Scale Development and Phasing

The plans for Gorhambury are large scale, and will therefore take place in a number of phases over several years. The phasing of development will be very much dependent on the local authorities and their requirements in terms of the amount of development, in particular the number of houses required to meet their regional minimum targets. The advantage at Gorhambury is that the development could be phased over the longer term, for instance up to 2031.

There are a number of issues that need to be considered when developing on this scale. The order which development takes place can be important to how a place develops. For example, if transport links go in first, and the planning of this is not joined-up to consider how the settlement would form around it, it can result in transport dictating the form of settlement rather than serving the settlement (TCPA, 2007).



The strategic proposals for development at Gorhambury have been planned so that the development can easily be phased according to housing need. The proposals for Gorhambury ensure that each neighbourhood can be planned on its own, enabling appropriate phasing, with the release of phases in accordance with housing need. The indicative development parcels shown in Figure D6.1 at the end of this chapter set out an indication of the possible phasing of the development, although this will be very dependent on the local authority and the direction of growth that they favour. The plan shows the possible first phases to the south of the North East Hemel Hempstead site (i.e. the southern part of Spencer's Park). However, if the local authorities favoured the southern neighbourhood then the phasing could be turned around, with the northern neighbourhood following the southern. The northern and southern neighbourhoods would be very different in nature and therefore whilst they are both to the east of the town they would provide choice for house buyers.

Longer term development at Gorhambury up to 2031 would enable key infrastructure to be planned and well integrated with the advantages of economies of scale which will not be achieved if only a small number of the first phases were to be developed.

The integration of the different parts of the Gorhambury development is important and it is important to bear in mind that the development should work as a cohesive whole, and not as several separate places. Integration with the existing neighbourhoods of eastern Hemel Hempstead is also vital to the success of the urban extension. The South Woodham Ferrers urban extension is an example of good integration of a scheme. At this site, while different phases evolved, there were linkages and a continuation of themes in the design to ensure that the settlement read as a whole (TCPA, 2007).

It is important to consider the long term future of the Gorhambury Estate when formulating plans for development. The phased approach proposed at Gorhambury should help to avoid the problem of development degenerating at the same time in future and the long term future of the development should be considered, in particular when deciding on aspects such as building materials. Building in a number of different styles and providing a wide variety of housing tenures can also help avoid this problem, and it is likely that the northern and southern neighbourhoods would be different in their overall nature and style..

6.4 Conclusions

There are several options available to The Crown Estate once the land to the east of Hemel Hempstead is allocated in the relevant LDFs which have been explored in this topic paper.

Close working with both local authorities, the County Council and English Partnerships in producing the East Hemel Hempstead Area Action Plan is critical. It is important for The Crown Estate to have involvement in this and to co-operate with the local authorities, key stakeholders, partners and possible Local Delivery Vehicle to achieve the most appropriate and sustainable form of development for the eastern side of Hemel Hempstead.

Discussions will need to take place early on regarding issues such as the funding of infrastructure. The approach to this will vary depending on the possible involvement of English Partnerships, other partners or Local Delivery



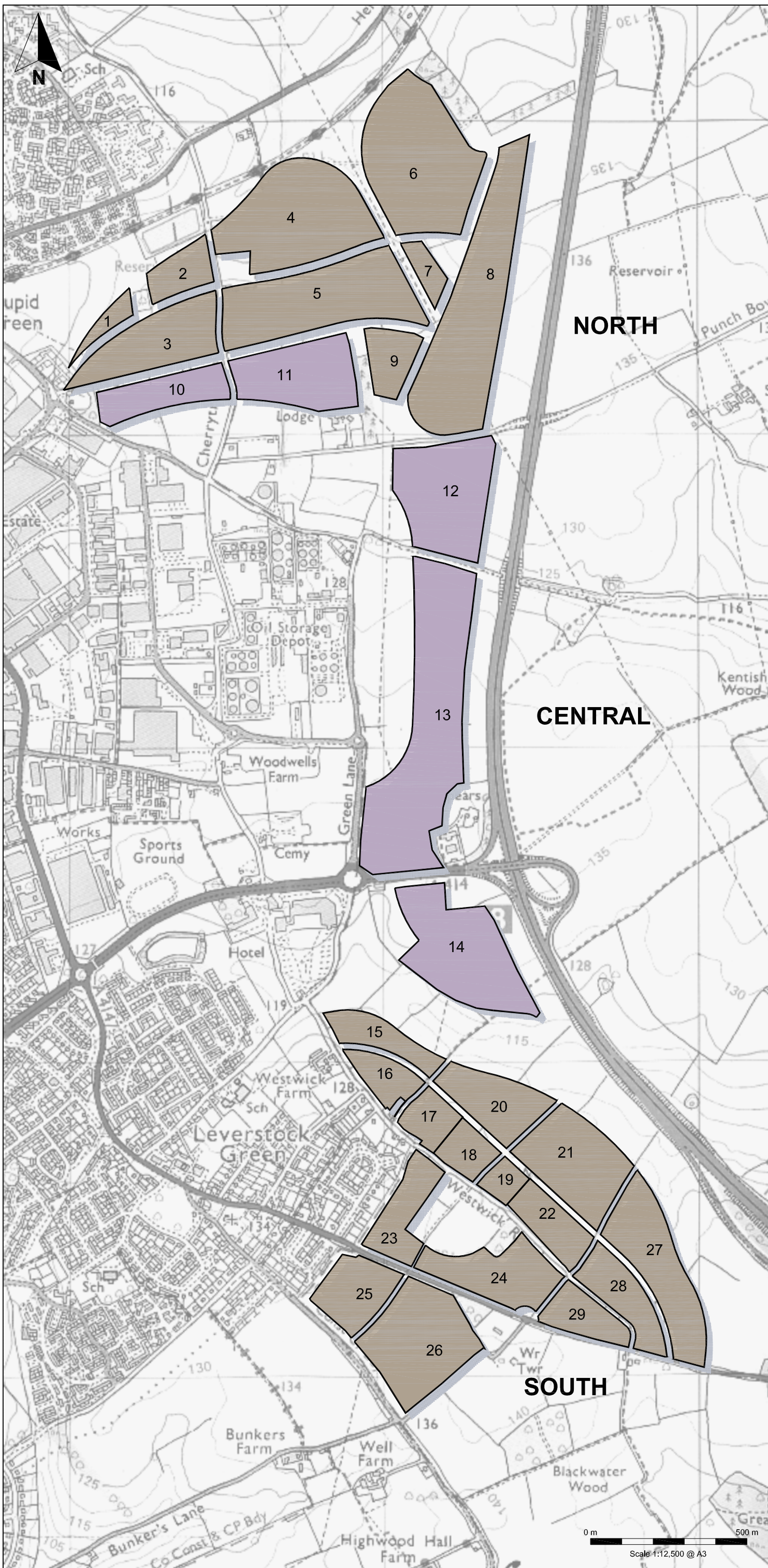
Vehicle. The approach to delivery and phasing also needs to be considered early on given the scale of the proposed development and the need to ensure that it is successful in achieving sustainability objectives.

Key to the above is the scale of development proposed. Careful consideration needs to be given to the advantages of the large scale of development set out in the Concept, particularly those relating to sustainability in terms of provision of community infrastructure, environmental advantages and the provision of affordable housing.

6.5 References

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Key

- Residential Led Development Parcels
- Employment Led Development Parcels

North - Residential		
Parcel	ha	Approx. no. of Dwellings
1	1.1	44
2	2.6	104
3	7.0	280
4	12.7	508
5	12.1	484
6	14.1	564
7	1.4	56
8	15.8	632
9	2.9	116
Sub Total	69.7	2788

Central - Employment		
Parcel	ha	
10	4.4	
11	7.3	
12	9.8	
13	19.5	
14	10.8	
Sub Total	51.8	

South - Residential		
Parcel	ha	Approx. no. of Dwellings
15	3.1	124
16	2.5	100
17	2.3	92
18	2.2	88
19	1.3	52
20	5.2	208
21	8.1	324
22	3.5	140
23	4.0	160
24	6.0	240
25	4.4	176
26	9.6	384
27	8.3	332
28	4.3	172
29	3.1	124
Sub Total	67.9	2716

Assumes an average density of 40 dph

Overall Totals
Residential area 137.6 ha
5,504 residential units
Employment area 51.8 ha

The Crown Estate
Gorhambury LDF Submission

Figure D6.1
Potential Development Parcels



Based upon the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Entec UK Ltd. AL10001776.

7. Conclusions

This Part D of the document draws together the conclusions from the assessment of the context for growth at Hemel Hempstead, the baseline assessments of key physical, environmental and social factors, and the options put forward relating to sustainability and climate change to explore how the land can best be developed.

The proposals set out here are put forward to illustrate how the land could be developed. These are intended to be the starting point for consultation with the local authorities, key stakeholders and the public at the appropriate stage in the process. Public consultation has not yet taken place as the proposals do not currently have any status in the planning system.

Urban Design Elements

Development of the land to the east of Hemel Hempstead provides a major opportunity to develop the gateway into Hemel Hempstead, the area between the M1 and Maylands Gateway. Developing the Gateway area in an appropriate way provides an opportunity to improve the image and entrance to the town, welcoming visitors to the town. A possible location for a new town stadium is identified in this area. This could significantly improve the image and profile of the town. The possible options for transport improvements also impact on the Gateway, with the option of providing a Park and Ride and bus priority route into the centre of Hemel Hempstead along the A414.

A northern residential neighbourhood is proposed, providing for around 3,000 new homes set around two mixed use centres and village greens with new primary schools. A southern neighbourhood is also proposed with approximately 3,000 new homes set around Leverstock Green with a new mixed use centre, village green and primary school. The layout of this southern neighbourhood respects the memory of medieval origins of settlement in the area and sensitively incorporates a series of listed buildings within their context and setting. Open space would be at the core of each new residential neighbourhood, and to the east there would be a buffer strip along the M1. All residential development is beyond the 400m outer HSE consultation zone.

Office development of an appropriate nature and scale is proposed in the central area, Maylands East and the Hemel Gateway.

Transport

Transport options include consideration of using Hogg End Land and Punch Bowl Lane for local bus services, consideration of the feasibility of using a clean energy vehicle along the Nicky Line, and providing a public transport link along Bunkers Lane to Apsley station.



Landscape

The document identifies opportunities associated with informal recreation and public access, both to the west and east of the M1. These would be developed as facilities to meet the needs of the existing and new population in Hemel Hempstead. Opportunities for advance structural planting are identified to ensure that there is suitable screening for negative visual elements, shelter is provided and phased development can be introduced within an established landscape framework.

Community Needs

The proposals provide an opportunity to enhance the community facilities provided in Hemel Hempstead.

An effective community consultation strategy will need to be agreed with the local authorities and implemented at the earliest possible stage once the proposals have greater status.

Delivery and Phasing

A plan showing potential development parcels is set out and there is flexibility relating to the phasing of these parcels, for instance whether elements of the northern or southern neighbourhoods are developed first. There is potential for development up to 2031. This scale of development would bring significant advantages which need to be borne in mind when considering allocation of sites for development. It is likely that if the decision is made for expansion of the town to the east, then the Gorhambury area would be included in the Hemel Hempstead East Area Action Plan (AAP) and The Crown Estate welcomes joint working on this. Following adoption of the AAP it may be that development briefs are prepared for certain elements of the development to provide a framework for planning applications or that the Area Action Plan provides sufficient guidance for outline planning applications to be submitted.

