

4/03266/18/MFA	<p>Hybrid planning application for mixed use development at west Hemel Hempstead, pursuant to policy LA3 of the adopted site allocations development plan document (2017) to provide for up to 1100 dwellings (with up to 40% affordable housing), comprising full planning proposals for 350 dwellings and outline planning proposals (including means of access) for 750 dwellings. The application proposes the development of up to 1100 new dwellings (including affordable housing), land for up to seven pitch gypsy traveller sites, together with landscaping, roads, footpaths and cycleways, ecological mitigation, sustainable drainage systems, earthworks, public open space, one neighbourhood equipped area of play (NEAP), two locally equipped areas of play (LEAP) and a community games area (CGA). A site for a primary school and associated nursery with playing fields on site of up to 2.1 hectares (inc. cga), specialist accommodation for the elderly with up to 70 rooms (C2 or C3), a convenience store of up to 450 sq. m (A1), three retail units each of which would be up to 100 sq.m (A1, A2, A3, A4 and A5), a community facility of up to 175 sq.m (D1), a medical facility or other use of up to 100 sq.m (A1, C3 and D1), a childrens day nursery of up to 450 sq.m (D1), a shared car park. The full application details which are submitted comprise of - a new vehicular access to Long Chaulden, a new vehicular access extension from The Avenue, emergency access to Chaulden Lane, new vehicular access from Chaulden Lane serving only the land for up to a seven pitch gypsy and traveller site and access to a foul drainage pumping station, a foul drainage pumping station to Chaulden Lane and the associated connecting sewer, the creation of the first phase of 350 new dwellings and associated landscaping (including affordable housing); together with associated public open space and associated landscaping, roads, footpaths and cycleways, ecological mitigation, sustainable drainage systems, earthworks, and one associated local equipped area of play (LEAP)</p>
Site Address	LA3, LAND AT WEST HEMEL HEMPSTEAD
Applicant	BDW Trading Ltd (Barratt David Wilson), Taylor Wimpey UK Ltd, Stimpsons and Bletsoes
Case Officer	Ross Herbert
Referral to Committee	S106 Agreement

1. Recommendation

1.1 That planning permission be **DELEGATED TO THE GROUP MANAGER DEVELOPMENT MANAGEMENT WITH A VIEW TO APPROVAL**, subject to the completion of a S106 Agreement and agreement of final planning conditions.

2. Summary

2.1 The applicant and their agents have engaged proactively with the Council through an in-depth pre-application submission. This process has helped to inform the masterplanning of the site and has helped to guide the proposals so that they are able to meet the aspirations of the applicants, along with those of both the Borough Council and the County Council. The planning application is supported by a Statement of Community Involvement (SCI) setting out how consultation has informed the scheme. In addition a suite of technical assessments have been submitted, including an Environmental Statement, demonstrating that no adverse impacts would arise from the development.

2.2 The implementation of the proposed development will result in the delivery of a residential allocation within both the Adopted Core Strategy and Adopted Site Allocations DPD. It will make a vital contribution to maintaining an essential pipeline of housing supply, which is critical to the Council being able to meet the requirements of the Government's Housing Delivery Test. The site represents an important short-medium term contribution to Dacorum's overall housing supply in the Local Plan and, importantly, to the 5 year housing land supply position.

2.3 The Council is not at present able to demonstrate a 5 year supply of deliverable housing sites as required by the NPPF and as a consequence the proposal must be considered against the Framework's presumption in favour of sustainable development (paragraph 11). The proposals would clearly deliver social and economic benefits in terms of new homes, social and community infrastructure, highways improvements and local employment during the construction process which would outweigh any neutral/negative impact on the local environment. It is prudent to expedite the delivery of allocated sites in the interests of maintaining a housing land supply and the supply of affordable homes and to address causes of under-delivery as required under paragraphs 67, 75 and 76 of the NPPF.

2.4 Officers are satisfied that the proposed quantum has been robustly evidenced and justified through a suite of technical documents which support the application. It is considered that the increase in numbers will help to ensure a more effective use of the land. The increased housing numbers will not result in any additional harm whilst they would result in additional benefits. These include the provision of a greater number of affordable homes. It will also allow the development to better support the provision of associated infrastructure to support the development, including the primary school, community hub, funding for additional GP provision and off-site highways benefits. The additional housing proposed will also make a valuable contribution to the Council's 5 year housing land supply.

2.5 Section 12 of the NPPF places great emphasis on the role of good design in place making as does the National Design Guide. While the level of detail provided between the full and outline elements differs, it is considered that, on balance, following the improvements which have been made to the design following the urban design workshops and the submission of the Urban Design Framework, the proposals are in accordance with the provisions of the NPPF, Core Strategy Policies CS10, CS11 and CS12, the Site Allocations DPD, and, in particular, the LA3 Masterplan when it comes to urban design and design.

2.6 The proposals provide for up to 40% affordable housing. This will be secured via a S106 agreement. The tenure split of this provision will be 75% affordable rent / 25% intermediate housing, which accords with adopted policy. The proposed development will secure a high proportion of affordable housing in compliance with the LA3 Masterplan, Site Allocations SPD and Core Strategy Policy CS19. This is considered to be a significant benefit of the proposed scheme.

2.7 The proposed location of the Gypsy and Traveller site complies with the requirements of the Site Allocations DPD and the LA3 Masterplan. It is considered to be an appropriate location. It is concluded that the site forms an integrated part of the wider LA3 development and is linked to the wider development via footpath and cycle links, whilst having a separate vehicular access point, in accordance with the Council's Masterplan. Its location in the south of the development is considered to strike a good balance between ensuring good levels of accessibility to the wider LA3 facilities (such as the primary school and community hub), whilst ensuring that future residents of the site will be able to continue to maintain their culture and way of life. The proposals are considered to be in compliance with Core Strategy Policy CS22 in this regard, along with the requirements of the Site Allocations DPD and the LA3 Masterplan.

2.8 The proposals are considered to represent sustainable development. The proposed development at LA3 would result in a sustainable new neighbourhood when considering the social, environmental and economic strands to sustainable development. Overall it is considered that the proposals comply with the relevant elements of Core Strategy Policies CS28 and CS29, as well as the NPPF.

2.9 The Highway Authority (the County Council) has been consulted on the application and has assessed the proposals. Following the submission of the Transport Assessment Addendum and further associated supporting information the Highway Authority has confirmed that they are satisfied with the proposals in terms of highways impact and off-site mitigation. They have recommended permitting the proposed development subject to suitable conditions, mitigation measures on the local highway network and Section 106 contributions toward schemes and measures to mitigate the impact on the local highway network. It is considered that the access and highways elements of the proposals are in compliance with the NPPF, Core Strategy Policies CS8, CS9, CS10, CS11, CS12, CS13, CS28, adopted Site Allocations DPD Policies LA3 and SA3 and, in particular, the Access and Movement Strategy Principles of the Council's adopted LA3 Masterplan.

2.10 The Site has been assessed against all relevant policies of the Development Plan, as well as other relevant material considerations. The proposals are considered to be in accordance with the Development Plan and other relevant material considerations.

2.11 The proposals represent a suitable, sustainable and deliverable development at the Council's largest residential allocation, as set out within both the adopted Core Strategy and adopted Site Allocations DPD. It will deliver much needed market and affordable housing along with other tangible benefits, whilst resulting in no significant harm. The planning balance clearly favours development of the proposals. Therefore, in accordance with paragraph 11 of the NPPF and Section 38(6) of the Planning and

Compulsory Purchase Act 2004, officers recommend that planning permission should be granted without delay, subject to the agreement of the S106 Agreement currently being negotiated.

3. Site Description

3.1 The Application Site is located on the western edge of Hemel Hempstead, directly adjacent to the neighbourhoods of Warner's End and Chaulden and adjacent to the hamlet of Pouchen End. The Site measures 51.8ha (128 acres) in area and is roughly rectangular.

3.2 The Site is currently in agricultural use comprising fields, which are predominantly arable. The Site is subdivided by hedgerows, hedgerow trees and fences. None of the site is subject to any statutory landscape designations. There are significant changes in levels across the site.

3.3 It is located approximately 2.5km from the Town Centre of Hemel Hempstead. The Town Centre is accessible from the Site via a number of sustainable means including by bus and cycling. Hemel Hempstead train station is located approximately 2km from the Site. The station offers frequent Southern and London North-western services to London Euston, as well as other key regional centres such as Milton Keynes and Northampton.

3.4 The site is allocated for residential development by Policy CS3 of the Dacorum Borough Core Strategy and by Policy LA3 (West of Hemel Hempstead) of the subsequently adopted Site Allocations DPD. The Site Allocations DPD includes a Masterplan for the LA3 allocation.

4. Proposal

4.1 The planning application is in hybrid form. Planning permission is sought for development across the entire site, with full permission sought for all detailed elements for the first phase of the development (Phase 1) and outline permission sought for the rest of the site

4.2 The application proposes a development of up to 1,100 new dwellings (including affordable housing), land for a seven pitch gypsy and traveller site, together with landscaping, roads footpaths and cycleways, ecological mitigation, sustainable drainage systems, earthworks, public open space, one Neighbourhood Equipped Area of Play (NEAP), two Locally Equipped Areas of Play (LEAP) and a Community Games Area (CGA), together with a Community Hub. The Community Hub comprises:

- a site for a primary school and associated nursery with playing fields on a site of up to 2.1 hectares (including CGA);
- specialist affordable accommodation for the elderly with up to 70 rooms (C2 or C3);
- a convenience store of up to 450 sq. m floor space (A1);
- three up to 100 sq. m floor space retail units (A1, A2, A3, A4 and A5);
- a community facility of up to 175 sq. m floor space (D1);
- a further local retail use of up to 100 sq. m floor space (A1, C3 and D1);
- a children's day nursery of up to 450 sq. m floor space (D1); and

- a shared public car park to serve the uses in the community hub.

4.3 As previously stated, the application is hybrid in nature and the detailed Phase One element covers 15.45 hectares (38.17 acres) of the total application site. This full application for Phase 1 comprises the following elements:

- a new vehicular access to Long Chaulden
- a new vehicular access extension from The Avenue
- an emergency access to Chaulden Lane
- a new vehicular access from Chaulden Lane serving only a seven pitch gypsy and traveller site and access to a foul drainage pumping station
- a foul drainage pumping station to Chaulden Lane and the associated connecting sewer.
- the creation of the first phase of 350 new dwellings and associated landscaping (including affordable housing); together with associated public open space and associated landscaping, roads, footpaths and
- cycleways, ecological mitigation, sustainable drainage systems, earthworks, and one associated Local Equipped Area of Play (LEAP).

5. Relevant Planning History

5.1 No previous planning applications but the site has been confirmed for residential development through the adopted Dacorum Core Strategy and Site Allocations DPD, both of which have been subject to public consultation and testing through Public Examination.

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG) and National Design Guide

6.2 Adopted Core Strategy

Policies CS1, CS2, CS3, CS4, CS5, CS8, CS9, CS10, CS11, CS12, CS13, CS18, CS22, CS23, CS25, CS26, CS27, CS28, CS29, CS32, CS35.

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 12, 13, 15, 18, 19, 21, 31, 37, 51, 54, 55, 57, 58, 59, 61, 62, 63, 64, 69, 73, 76, 79, 99, 100, 101, 102, 103, 111, 113, 118, 125, 129
Appendices 1, 2, 3, 4, 5.

6.4 Site Allocation Development Plan Document

Site LA3 and Masterplan

6.5 Supplementary Planning Guidance / Documents

- Environmental Guidelines (May 2004)
- Water Conservation & Sustainable Drainage (June 2005)
- Energy Efficiency & Conservation (June 2006)
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Landscape Character Assessment (May 2004)
- Chilterns Buildings Design Guide (Feb 2013)
- Planning Obligations (April 2011)
- Affordable Housing (Jan 2013)
- Landscape Character Appraisals

6.6 Advice Notes and Appraisals

- Sustainable Development Advice Note (March 2011)

7. **Constraints**

- 45.7M AIR DIR LIMIT
- RAILWAY (100M BUFFER)
- AREA OF SPECIAL CONTROL FOR ADVERTS
- AREA OF ARCHAEOLOGICAL IMPORTANCE
- HIGH PRESSURE GAS MAIN
- Right of Way
- TREE PRESERVATION ORDER
- 15.2M AIR DIR LIMIT
- 10.7M AIR DIR LIMIT

8. **Representations**

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B.

Meetings with local representative organisations

8.3 Officers have met with key members of the three main local representative organisations West Hemel Action Group (WHAG), Bourne End Village Association and Dacrom Environmental Forum (DEF) at both the pre-application and application stages of the application process.

Applicant's pre-application public consultation

8.4 Where proposals are large scale and likely to impact on an area, the Council's Statement of Community Involvement encourages applicants to engage directly with

the local community prior to the submission of a planning application. The application has been subject to lengthy pre-application discussions and public consultation formed part of the pre-application process. A summary of the main issues raised at the public consultation events, together with the applicant's responses, is set out at Appendix B

9. Considerations

9.1 Main issues

9.1.1 The main issues to consider are:

- Policy and Principle
- Housing Delivery
- Timing and Phasing
- Quantum of Residential Development
- Density of Residential Development
- Housing Mix
- Affordable Housing
- Gypsy and Traveller Provision
- Provision of Non-residential Development – Community Facilities
- Design
- Landscape and Visual Impact
- Green Infrastructure, Landscaping and Trees
- Socio-economic
- Sustainability
- Access and Highways
- Flood Risk and Drainage
- Ecology
- Heritage
- Archaeology
- Grounds Conditions/Contamination
- Air Quality
- Noise

9.2 Policy and Principle

9.2.1 The strategic objectives of the Dacorum Borough Core Strategy include promoting Hemel Hempstead as the focus within the Borough for homes, jobs and strategic services thus reinforcing the role of neighbourhoods in the town (Policy CS1). Within the Borough's settlement hierarchy, Hemel Hempstead is specifically identified as the main centre for development and change. In keeping with this spatial strategy, the Core Strategy makes provision for 10,750 dwellings between 2006 and 2031, with 8,800 of these being provided within Hemel Hempstead.

9.2.2 The provisions of Policy CS2(B) provides the basis for extending existing settlements. This is subject to meeting a list of criteria, which include the following:

- allowing good transport connections (see Policy CS8);
- having full regard to environmental assets, constraints and opportunities;

- ensuring the most effective use of land;
- respecting local character and landscape context;
- according with the approach to urban structure (see Policy CS4); and
- complying with Policy CS35 regarding infrastructure delivery and phasing.

9.2.3 The provisions of Policy CS3 seek to manage selected development sites so that they come forward from 2021 onwards. The Application Site is listed within Table 9, which is referenced within Policy CS3 and is therefore safeguarded for residential development.

9.2.4 The site was previously deemed to be part of the Green Belt (Policy CS5), as confirmed on the Core Strategy Proposals Map. However, the provisions of Policy CS5 state that this policy will no longer apply when the Application Site is allocated for development in the complementary Site Allocations DPD. This has subsequently been adopted and the site has therefore been removed from the Green Belt and allocated for residential development.

9.2.5 The Core Strategy specifically identifies the Application Site as a housing allocation (LA3) to be delivered through the adopted Site Allocations DPD, with the timescale for the site's release from the Green Belt to be specified within the SPD. The Local Allocations table for LA3 states that the site will deliver new homes together with a shop, doctors surgery (or S106 contribution towards expansion of the local GP surgery) and additional social and community infrastructure. The Core Strategy identifies a number of principles for the development. However, these have since been incorporated within, or superseded by, the adopted Site Allocations DPD, which considers allocation sites in more detail.

9.2.6 The Council's Strategic Planning Team have commented that it welcomes the application bringing forward the LA3 allocation. It will make a vital contribution to maintaining an essential pipeline of housing supply, which is critical to the Council being able to meet the requirements of the Government's Housing Delivery Test. The site represents an important short-medium term contribution to Dacorum's overall housing supply in the Local Plan and, importantly, to the 5 year housing land supply position.

9.2.7 The principle of the development of the allocated LA3 site for residential led mixed-use development is therefore acceptable, in compliance with the above-mentioned policies.

9.3 Housing Delivery

9.3.1 The housing target in Policy CS17 sets a level of housing which the Council expects to achieve and exceed. As members will be aware, this target is for the provision of an average of 430 dwellings per annum between 2006 and 2031. This target will increase through the new Single Local Plan (SLP), which is currently in preparation, because of the Government's new standard methodology for establishing local housing need. Tables 8 and 9 of the Core Strategy make it clear that the towns and allocated sites have an important role in the delivery of the housing strategy.

9.3.2 Policy NP1 of the Core Strategy requires the Council to take a positive approach to the consideration of development proposals and work pro-actively with applicants to find solutions for development proposals that help to improve the economic, social and environmental conditions in Dacorum. This would extend to addressing blockages or expediting the delivery of housing sites such as LA3 where it can be demonstrated that there could be an unreasonable delay in the delivery of homes or where sites are identified as needing to come forward within a reasonable timescale.

9.3.3 The Council is not at present able to demonstrate a 5-year supply of deliverable housing sites as required by the NPPF and therefore the proposal must be considered against the Framework's presumption in favour of sustainable development (paragraph 11). The proposals would clearly deliver social and economic benefits in terms of new homes, social and community infrastructure, highways improvements and local employment during the construction process, which would outweigh any neutral/negative impact on the local environment. This will be explored in detail later in the report. It is prudent to expedite the delivery of allocated sites in the interests of maintaining a housing land supply and the supply of affordable homes and to address causes of under-delivery as required under paragraphs 67, 75 and 76 of the NPPF.

9.4 Timing and Phasing

9.4.1 The Adopted Site Allocations DPD states that allocation LA3 may be brought forward for delivery immediately given the need to develop new housing and the fact that site is no longer within the Green Belt. As such, this planning application conforms with the provisions of allocated site LA3 in that it seeks to provide housing and Gypsy/Traveller pitches as soon as practicable.

9.4.2 The adopted Master Plan for the site incorporates an indicative phasing plan. The submitted plans for Phase 1 are broadly reflective of the location of the first Phase within this indicative plan. The Council is supportive of delivering the school and community hub in an early phase of development.

9.4.3 The delivery of the proposals as early as possible is also in accordance with the amended NPPF, which seeks to expedite the delivery of homes. This will also aid the Council in meeting the Housing Delivery Test.

9.5 Quantum of Residential Development

9.5.1 Both the Core Strategy and the Adopted Site Allocations DPD state that the LA3 Allocation is capable of accommodating an estimated 900 dwellings, as well as other uses including community facilities, a primary school, open space and 7 Gypsy/Traveller pitches. However, paragraph 6.21 of the Adopted Site Allocations DPD makes it clear that the net capacity figures for allocations only provide an estimated capacity and should not be seen as a maximum. The Council's adopted policies make it clear that the final dwelling capacities will be established through the Planning Application process, based on technical evidence and on a scheme's adherence to planning requirements and other relevant policies and guidance.

9.5.2 The Planning Application is seeking permission for up to 1,100 homes, which reflects the description associated with the EIA Scoping. Whereas this is more than

the estimated 900 capacity of the site stated within the Core Strategy, Adopted Site Allocations DPD and Master Plan, the quantum of residential development proposed has been determined based on a more detailed understanding of the site, through a full suite of further technical assessments and thorough design process. Furthermore, the proposals are considered to adhere to all relevant planning requirements and represent sustainable development.

9.5.3 As part of the site assessment process the applicants identified areas of the site identified which were deemed capable of being developed for housing which were not identified on the Masterplan. Supported by the suite of technical studies, which accompanies the application, this has allowed the applicants to increase housing numbers whilst maintaining the same densities envisaged in the Masterplan.

9.5.4 The Council's Strategic Policy Team has assessed the proposals and have raised no objections to the increase in quantum. It has confirmed that:

'Fundamentally, we raise no objection in principle to the proposed increase in the capacity of the development from 900 to 1,100 homes compared to that shown in the Plan. This is on the basis that the Site Allocations DPD allows for the capacity for the allocation to be exceeded (para 6.21/Schedule of Housing Proposals and Sites):

"The net capacity figures specified provide an estimate of expected capacity and should not be treated as a maxima. Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified requirements and other relevant policies and guidance."

Therefore, the onus is on the applicant to demonstrate that the increased scale of the proposal can be accommodated to the satisfaction of the Council in terms of design, access, highways, local infrastructure, etc. We note that the applicants have submitted a wide range of technical documents in support of this level of development including:

- *Transport and Access;*
- *Air Quality;*
- *Noise;*
- *Drainage and Flood Risk;*
- *Biodiversity;*
- *Landscape and Visual Impact;*
- *Cultural Heritage; and*
- *Socio-Economic Effects*

The increased scale of development is likely to ultimately ensure a more effective use of the land and will also be reflected in slightly higher levels of overall densities (in the range of 35-55 dwellings/per hectare). However, this places even more importance on design matters and in achieving a high quality of development. I acknowledge that you are taking this forward in conjunction with the Strategic Sites delivery team who are providing you with advice and guidance on urban design matters.'

9.5.5 Officers are satisfied that the proposed quantum has been robustly evidenced and justified through a suite of technical documents, which support the application. It is considered that the increase in numbers will help to ensure a more effective use of

the land. This is always an important consideration but is particularly pertinent in this case, as the land has been removed from the Green Belt to facilitate the delivery of a mixed use, residential led development and the site is the Council's largest housing allocation. It will also allow the development to better support the provision of associated infrastructure to support the development. The additional housing proposed will also make a valuable contribution to the Council's 5-year housing land supply.

9.6 Density of Residential Development

9.6.1 Local Plan Policy 21 states that sites will be expected to demonstrate densities of between 30 to 50 dwellings per hectare (dph). The policy goes on to state that, for sites on the edge of the settlement, particular attention should be given to the effect of development density upon open countryside and views.

9.6.2 The approach to densities is set out in the Design and Access Statement. This confirms that, as in the case of building heights, these will respond to the roles and responsibilities of the structure of the streets and spaces, land uses and context. Densities also help provide cues to understanding the form of the place, with clusters of higher densities along key movement corridors and areas of interaction such as the community hub.

9.6.3 Densities vary throughout the development but are in the range of 35 – 55 dwellings per hectare, with an average density towards the lower end of that range. The densities across the whole Site are outlined in the Design and Access Statement as part of the Indicative Density Plan. The maximum density proposed is 55 dph in and immediately surrounding the Community Hub. This is due to the provision of flats, and in order to generate a sense of place and arrival. Lower densities are found throughout the remainder of the Site, with the lowest densities at 35 dwellings per hectare on the sensitive edges of the site, such as Pouchen End Lane in accordance with the principles established within the LA3 Master Plan.

9.6.4 The proposals are considered to comply with Local Plan Policy 21. The average density across the site is towards the lower end of the 30 - 50 dph range required as part of Local Plan Policy 21 and is considered acceptable. Densities only increase in and around the proposed Community Hub and this is for sound urban design reasons. Even the maximum proposed density of 55 dph is only slightly above the density range required in Local Plan Policy 21.

9.7 Design

9.7.1 Section 12 of the NPPF places great emphasis on the role of good design in place making. Paragraph 124 of the Framework states that:

'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

9.7.2 Paragraph 130 states that:

'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.'

9.7.3 The emphasis on the key role good design plays in place making is supported by Core Strategy Policies CS10, 11 and 12. The Council's adopted LA3 Masterplan contains urban design principles, which draw on these policy objectives, aiming to refine and apply these more specifically to the LA3 site.

9.7.4 The submitted hybrid planning application is supported by a Design and Access Statement, as well as various plans for approval and illustrative plans. In the case of Phase One detailed plans have been submitted in relation to the design and these are for consideration at this stage.

9.7.5 In terms of the wider masterplan area, the detailed design of the overall layout and individual buildings within it are to be considered at the reserved matters stage. However, the Applicant has provided parameter plans within the Design and Access Statement, which serve to establish a structure for the development, as well as an illustrative masterplan, which serves to show an acceptable configuration. The Council's adopted LA3 Masterplan has informed this.

9.7.6 Further to a series of workshops with the case officer and Dacorum's Urban Design Officer in May - July 2019, an Urban Design Framework document has also been produced which provides a series of diagrams, images and written guidance to show how later phases of the development should be based on strong place-making and urban design principles. This effectively serves as a supporting addendum to the Design and Access Statement.

9.7.7 The design principles for the masterplan, along with matters of layout, scale, appearance, and landscaping are discussed below.

Masterplan Design Principles

9.7.8 The design principles established for the masterplan are set out in the Design and Access Statement and are set out below. They have been devised to create a well-structured and legible place, which delivers a high quality living environment for both people and wildlife.

- Establishing a vibrant mixed use community - the development will create a positive relationship between the existing Chaulden and Warner's End neighbourhoods and the mix of activities within the proposed development. In particular, opportunities for living and working in close proximity will be supported. Opportunities for the existing Chaulden and Warner's End community will be maximised through the provision of a new primary school and community hub.

- Creating a high quality versatile landscape for all - The masterplan has been led by an assessment of the landscape and biodiversity qualities of the site, including the local topography, hedgerows and field patterns. These qualities have been mapped out and the remaining land identified for a variety of development opportunities, which vary in terms of land use and residential densities. Densities will respond to changes in topography, views into the site and proximity to other aspects of the development such as the school, foot/cycle paths, the main through routes and public transport. The natural elements of the site, including existing trees and landscape will continue to form an integral part of the development. These will be enhanced and extended where appropriate, in order to enrich the landscape qualities within the scheme and around the local area. Easy access to a generous quantity of high quality, bio-diverse open space and informal and formal play provision, will be available to all residents, including the existing community.
- Ensuring good links with existing communities - Local facilities and services will be located to optimise access for new and existing residents, and to act as a natural meeting place within the wider residential setting. Enhancing connections and focusing higher densities on the primary east west and north-south links will help enhance viability of new and enhanced public transport connections and of existing nearby local facilities. Above all, it will create a highly connected and visible heart to the community. Emphasis will be placed on creating safe, comfortable and well-scaled, high quality landscaped spaces, which will act as focal points and complement the facilities of the existing neighbourhood. A new visible heart, the 'Community Hub', will be located at the meeting or 'nodal' point along the proposed access routes and the links from the east from Long Chaulden and the Avenue, encouraging a viable and vibrant point of social interaction. A principal component of the Masterplan includes provision for a new Primary School. The school and local facilities will help serve a wider area than the new development, with the community hub providing a strategically important new facility within the area.
- Creating a quality place - The character of the built form will deliver a unique and attractive living environment. The layout, orientation and pattern of development will support the creation of active and attractive streets. Variety in physical form will be generated by the inclusion of different dwelling types and sizes, and non-residential uses. The distinct character of the site's topography, setting and landscape features will form an integral part of the place.
- Establishing a meaningful density strategy - Across the development, densities will vary in order to create variety and choice, and will respond to local need and requirements for a sustainable development. Development densities will support the transport objectives for the overall development, and the creation of an attractive, social and commercially viable community hub. Densities will also respond to adjoining development, landscape characteristics and sensitive areas.
- Promoting low carbon travel - Opportunities for safe and convenient walking and cycling will be available throughout the development, each sufficient to offer a genuine alternative to the private car. The provision of high quality new village

spaces, to give orientation within a connected network of streets, will be an integral part of this. Convenient, attractive and safe connections to a central location, including local bus links, will also promote sustainable modes of travel. The network of cycle routes and green way corridors will enable children from the new and existing development to safely access the new primary school and Community Hub. These will also create connections to the Shrubhill Common footpath link and existing cycle route links beyond, connecting with Hemel Hempstead railway station to the south and leisure routes along the Grand Union Canal.

- A connected place - Creating a spine to the development by creating understandable key linkages to the local area. Key linkages should be designed as welcoming streets not highways. Creation of a loop through the development via Long Chaulden (east) and The Avenue (north) to allow additional opportunities for integration and comprehensive bus routes through the whole area. Integration with the existing neighbourhoods, with strong cycle and footpath connection to the proposed schools and community hub. Creating effective links to the new local centre and the new school.
- A sense of community - The development will create a thriving living community and contribute to the vitality of the adjoining neighbourhoods. A successful community should deliver facilities within easy reach by foot or cycle, and that is not presently the case. The development will deliver new facilities, including a new primary school. The integration of new facilities for the community is a vital attribute of the masterplan and will help ensure community cohesion.
- A mix of new homes - The proposal will deliver the balance of housing, employment (in the primary school and community hub) and recreation needed to create a strong community. It will provide a broad range of unit types and tenures, to create a mixed community, which responds to the local market requirements and ensures a viable and lasting development. It will be a place where people want to live. The scale and form of residential development also responds to the existing site characteristics (including trees, hedgerows and topography), as well as the roles and responsibilities of the place being created (relationship to public space, transport corridors and mixed-use heart).
- Landscape and biodiversity - The overall strategy is to set the development within the existing boundaries of trees and hedgerows and to limit vegetation removal through locating access points at existing gaps wherever possible. Particular attention has also been paid to minimising the visual impact of the development in views from the south, by the strategic reduction of building heights and strengthening of east-west green corridors. Acknowledging the location adjacent to the existing development and the wider countryside, improved access and recreation are important elements of the proposal. A focus on high quality public realm design and the application of sustainable design solutions to limit the impact of development and enhance biodiversity, will be key to the success of the scheme and to meet the following objectives:

- Create a green network to enhance biodiversity and access to amenity for the community. In particular, this enhances east-west links, providing connectivity between the countryside and existing residents of Hemel Hempstead and Shrubhill Common.
 - Create a range of opportunities for sport, recreation and play in line with NPPF (Section 8 Promoting Healthy Communities), Best Practice Guidance and to meet local requirements.
 - Highlight the balance between vehicles and pedestrians, with increased priority given to pedestrians and cyclists.
 - A 'green' neighbourhood, with street tree planting to unify the architecture and embed the development into the wider landscape.
 - Careful choice of materials and street furniture to enhance the understanding of the hierarchy of streets and spaces through landscape treatment.
 - Create new opportunities for local food growing as part of a sustainable community.
 - Create streets and squares that are places for people to enjoy, rather than simply passing through.
 - Incorporate an integrated Sustainable Drainage Systems (SuDS) system, that will sensitively connect the built up areas with wider landscape and include multi-functional landscaped attenuation basins with opportunity for enhanced ecological biodiversity.
- Sustainable development and energy efficiency - Sustainability is a key component of the development vision. As set out in Government guidance, there are three components to sustainability: environmental, social and economic, and all three need to be considered together. Energy efficiency is a key part of environmental sustainability. The scheme has been designed to minimise car travel and optimise walking, cycling and public transport use. Linkages to employment and retail uses off-site are also strong. The scheme embodies a high level of transport sustainability. Social inclusion, cohesion and a strong community focus are key elements of the vision and the design concept. The scheme incorporates education, community facilities, employment, open space, a local store, recreation and other essential elements. Affordable housing is integrated in all phases, built to a standard that is indistinguishable from market housing. In relation to energy and the desire to be a low carbon development, the most essential ingredient for any major new housing scheme is to achieve low energy buildings and a low energy layout. Therefore, the development will comprise energy efficient buildings throughout, with good insulation and energy efficiency, encouraging energy-monitoring systems so that future users are acutely aware and able to control energy use. A high number of the houses will have at least one south facing main elevation, facilitating passive gain, taking advantage of solar technologies and reducing energy costs.

9.7.9 Key to ensuring a high quality design is creating a sense of place for the new development and ensuring that it has its own identity. The Urban Design Framework, submitted in support of the application following a series of urban design workshops

with officers, sets out the rationale for creating this identity in accordance with the masterplan principles set out within the adopted LA3 Masterplan.

9.7.10 The Urban Design Framework confirms that creating a strong sense of place with identifiable areas, features and uses, will help to ensure that the proposed development is understandable and accessible for the new residents and visitors alike. The proposed development will have an over-arching identity based on a landscape edge of town community. Much of the site will be focused around the existing site features such as the trees and hedgerows, as well as the relationship to adjoining communities and the importance of east-west landscaped connections.

9.7.11 Further to the over-arching landscape edge of town identity, and since the site is very large, covering some 51.82 hectares, the design approach has been to develop a series of separate 'identity areas'. This follows advice from officers that better defined character areas than those identified in the Design and Access Statement would be welcomed. These areas respond to the parameter plans and Urban Design Framework Plan, which have been guided by site-specific assessment. The Identity Areas also derive their role and response from the context of existing development and proximity to land uses, and the rural edge, including building form, densities, heights and uses, as well as the response and relationship to landscape features. A network of streets, squares and spaces, as above, will connect these areas.

9.7.12 The five Identity Areas are:

- Gateway - lower density, arrival space and frontage development. Landscape led primary entrance into the development, with wet attenuation basins on each side of entrance road, overlooked by an arc of new homes. This is the gateway space into the development and contains two permanently wet attenuation basins in a setting of native scrub and meadows, with a backdrop of existing forest-scale trees adjacent to the site's eastern boundary and within the small copse adjacent to Middle Hill. Strong connections from the landscape entrance space, fanning out to a series of linear green spaces, providing a strong landscape and footpath connection to Shrubhill Common to the east of the site. This sub-character area also forms part of the first phase detailed component of the planning application
- Community Hub - higher density housing, Primary School and mixed-use heart to the development, focused around a central urban square. A higher density mixed-use area, which incorporates the mixed-use quarter of the Community Hub, with its range of local shops, primary school, convenience retail and community facilities set around a square. In doing so, it creates a focal point to the new community to be created. The area creates a good connection to the gateway and towards the adjoining neighbourhoods of Chaulden and Warner End.
- Rural Edge and Valley - lower and medium density housing focused around a linear spaces. Residential areas, focused around green corridors. These are medium density areas, which provide a direct relationship to and overlook the strategic network of linear multifunctional green spaces that help to create the structure to the development.

- The development frontages will provide visual interest by having an animated approach to the design of windows and doors (fenestration). It will focus on creating enclosure to the green corridors and edges, by linking a series of detached properties with garages and additional accommodation. Generally, these green corridors will be overlooked by frontages of clusters of predominantly lower density and lower rise new homes, to allow for the sensitive nature of the green spaces and landscape rural edges. Medium and lower density homes will also help to reduce light spill onto the more sensitive green corridors and help avoid local conflicts with the ecological habitats, in particular bat foraging areas. These linear spaces also provide for a broad range of amenity, play and SuDS provision as part of the water management of the site. The landscaped sensitive edges of the site provide an interface between the development and the countryside to the west of the site. Clusters of housing frontages providing a lower density feathered edge to the development, whilst providing natural surveillance of the linear green spaces and buffer planting.
- Chaulden North - medium and higher density housing focused along the primary street in close proximity to Community Hub. Medium to higher density residential areas, focused off the Primary Street that runs through the centre of the development. Whilst this is a subtle drop in densities from the Community Hub, it also considers the need to have sufficient densities within a 400m walkable distance of the key public transport corridors. It also considers the retention of key landscape characteristics, such as the spaces created by the current hedgerow features, opportunities for SuDS and open space, whilst also maintaining key wildlife corridors. This identity area shows the core of the housing led areas, with medium to higher residential-led areas at densities of 35-45 dph. The development will also respond to the existing strong landscape characteristics in terms of vegetation and landform. These areas sit within the central development parcels between the linear green spaces of the development.
- Pouchen Park - linear multi-functional parkland space, including local amenity, cycle and pedestrian links, sustainable drainage and play space. This identity area identifies the green space that runs both east west and provides the eastern boundary to the southern part of the development. The strong inter-relationship between built form and green infrastructure gives this character area a strong sense of place. This primary green infrastructure provides the important green web to the development and fosters informal connectivity for pedestrians and often cyclists, enhancing local biodiversity and improved connectivity from western Hemel Hempstead to the countryside to the west. This identity area consists entirely of public open space, a large multifunctional parkland to the south that runs east west and adjacent to the southeast boundary. It is an important strategic open space, providing visual amenity to homes overlooking the park, as well as routes for pedestrians and cyclists, and cyclists, recreational opportunities and a variety of wildlife habitats.
- Chaulden South – a cluster of lower and medium density development set within a strong landscape, located in the most southerly and lower part of the

site. This residential area sits east of Pouchen End Lane and north of the Bulbourne Valley and the nearby village of Bourne End. Therefore, Chaulden South seeks to respond to some of these nearby characteristics of rural and edge of urban settlements. The development grain is less formal than the majority of the development to the north of the character area and creates a more organic street layout, including the introduction of more rural features such as the “farm courtyard” development typology. The area also has a strong sense of place due to proximity to Pouchen Park to the north and east, which therefore helps to create a strong landscaped setting.

- This is a medium density area, which provides a direct relationship with and overlooks the linear park (Pouchen Park). Its hierarchy of multifunctional green space helps to define the setting and structure to the development. Building frontages will have an animated design approach to fenestration (windows and doors) and more informal street frontage. It will focus on creating enclosure to the edge of the park by linking a series of detached and linked properties with garages and additional accommodation. This area is also much less formal than other character areas within the development since there is no Primary street and includes the greater use of Lanes and occasional shared space connected directly from the north-south spine of the Residential street. There is also no formal avenue of trees running along the main connecting street, however the use of incidental street trees and groups of trees within the network will also add to the organic nature of the development.

9.7.13 In addition to the main identity areas set out above, a sub-character area - Rural Interface is identified which relates to the rural edges and corridors.

Layout

9.7.14 The illustrative masterplan shows a layout, which is based on a clear hierarchy of streets, and pedestrian/cycle routes, which create strong east-west routes linking Hemel Hempstead and the site to the countryside to the west, as well as green corridors to the north and south. This layout is shown in detail within Figure 8 of the Transport Assessment, which details the onsite road hierarchy. The block structure encourages ease of movement by foot and a permeable design that also incorporates three existing public rights of way. Building frontages will focus activity on the edges of the development plots, ensuring and supporting the perimeter block structure and the approach to façades and access. The layout has been designed to ensure that active frontages overlook all key open spaces and public areas, to provide natural surveillance, to aid security and to foster a sense of ownership. This arrangement is reflective of the principles established within the adopted LA3 Master Plan and Policy LA3 of the Adopted Site Allocations DPD.

9.7.15 The visual setting of the proposals has been an important consideration. Structural landscape buffers are provided along the western boundary of the site to conserve the rural character of Pouchen End Lane and generous areas of woodland planting and existing hedgerows will soften views of new housing when seen from the south. The retention of visual connectivity with the wider countryside is important however, and the incorporation of strong east west and north-south corridors in terms

of roads and linear public open space optimises the potential for views across the Bulbourne Valley, in accordance with adopted design principles.

9.7.16 The layout of the open space generally proposes linear spaces in accordance with the provisions of the green infrastructure plan shown at Plan 6 of the LA3 Master Plan. This encourages the establishment of wildlife corridors, particularly through to Shrubhill Common and to the countryside to the west. Furthermore, this encourages walking and cycling in these areas with a clear separation to areas shared with cars.

9.7.17 The site incorporates a large linear park through its centre (Pouchen Park) as well as a number of smaller recreational spaces, including a community garden adjacent to the primary school and Community Hub. These open space proposals include the incorporation of a Neighbourhood Equipped Area for Play (NEAP), two Locally Equipped Areas for Play (LEAP), a shared common games area (SCGA) a trim trail and an outdoor gym. The open spaces, including SuDS basins, also provide the opportunity for informal play, with the incorporation of logs and bunds for example.

9.7.18 The gypsy and traveller site is located in the south-west corner of the site, consistent with the Council's adopted LA3 Masterplan. It has been the subject of an illustrative layout to show that the quantum proposed can be successfully accommodated within the site area. This layout has been produced with reference to relevant Government guidance in the form of Designing Gypsy and Traveller Sites – Good Practice Guide. The County Council's Gypsy and Traveller Liaison officer through pre-application discussions has agreed this approach. The proposed access via Chaulden Lane, in accordance with the Council's adopted LA3 Masterplan (Paragraph 5.31), allows early provision of the gypsy and traveller site as required by the Development Plan. The pedestrian and cycle connections to the primary school and community hub within the central part of the development allows good access from the gypsy and traveller site to the proposed community facilities in the development.

9.7.19 A foul water pumping station is also located in the south-west corner of the site and will be accessed via the same vehicular access as the gypsy and traveller site. A pumping station is required to allow for the provision of a rising main which will allow foul water from the southern part of the site to be connected to and to be drained by the sewerage system in the northern part of the site which links to the existing sewerage network which serves Hemel Hempstead.

9.7.20 In order to maximise the number of dwellings, which can drain by gravity, pumping stations are normally located at the lowest part of development sites. It is for this reason that the proposed location in the southwestern corner of the application site has been chosen. The pumping station will be constructed to adoptable standards set out in 'Sewers for Adoption' 7th edition by WRc plc, which comprises of the relevant design and construction guide for developers for this type of facility.

9.7.21 The issue of pumping stations is addressed in Part D. Section D.1 of the above document, which states that the minimum distance of pumping stations from habitable buildings in the worst case (Type 3) should be 15 metres. The pumping station site plan shows the proposed location of the pumping station and the associated 15m buffer area, which is contained within the application area and does not extend onto

adjoining third party land. The proposed location of the pumping station and its associated buffer area is consistent with the required standard as set out the attached guidance 'Sewers for Adoption'.

9.7.22 In terms of parking, it was agreed at pre-application stage that, owing to the age of Appendix 5 of the Saved Local Plan which set out parking standards, it would be reasonable to use these as a basis for establishing levels of provision rather than a rigid standard. The submitted Planning Statement and Transport Assessment set out a new set of maximum residential parking standards that have been established for the LA3 development. This approach has been agreed with officers and the Highway Authority. The proposed parking standards for the development are set out below.

Accommodation	General Provision	Maximum Provision (Including Garages)
1 Bed Flat	1 Space	NA
2 Bed Flat	1 Space	NA
2 Bed House	1.5 Spaces	NA
3 Bed House	2 Spaces	3 Spaces
4+ Bed House	2-4 Spaces	6 Spaces

9.7.23 The parking shown in Phase One is in accordance with these standards and is set out below:

Allocated parking total	(759 spaces)
Garage spaces	(182 spaces)
Allocated spaces	(577 spaces)

Visitor parking (95 spaces)

9.7.24 For other residential phases the quantum of car parking spaces will be reflective of these standards, but the exact number will be set when the final number of dwellings and mix have been established.

9.7.25 It should be noted that proposed garages must meet the following minimum internal dimensions to count towards the parking provision and accommodate cycle storage:

- Standard single garage = 6m x 3m (internal measurement)
- Standard double garage = 6m x 6m (internal measurement)

9.7.26 Visitor parking is to be provided throughout the proposed development in convenient and appropriate locations. Cycle storage will be provided throughout the proposed development in secure and convenient locations, in either secure cycle stores or private garages.

9.7.27 In terms of parking for the community hub, care home and school standards are outlined within the Transport Assessment and Design and Access Statement. A shared parking strategy will need to be considered for the Community Hub that is reflective of the proposed uses, which will include a Community Building, Retail Uses

and School drop-off. Dual-use parking will be provided in and around the community hub, creating drop off space for local facilities and parking within the square, as well as additional parking to the rear of adjoining local centres uses. A future reserved matters application for this area will be reflective of these standards, but the exact quantum of parking spaces will be dependent on the precise floor space of each use present.

9.7.28 Indicative parking provision is 79 public spaces, plus dedicated parking for the primary school and elderly care home. This is considered a good level of parking provision overall for the size of the community hub and the range of uses proposed. As referred to above, final levels will be set at reserved matters stage. An indicative breakdown is set out below:

Community Square - 35 spaces
School - 26 spaces
Nursery - 9 spaces
Mixed- use including convenience store - 15 spaces
Community Building - 20 spaces
Elderly Care Home - 31 spaces

9.7.29 School drop off would be provided in the form of parking bays within the shared use community square. A dedicated staff and visitors car park is provided within the curtilage of the proposed school. This could accommodate up to circa 26 cars.

9.7.30 The layout for the site as a whole is not for determination at this stage. However, on balance it is considered that the illustrative masterplan submitted, along with relevant parameter plans and the Urban Design Framework, demonstrate that the design has incorporated the key relevant site-specific principles within the Adopted Site Allocations DPD and LA3 Master Plan, as well as more general design considerations with Core Strategy Policies CS10, CS11, CS12 and CS13. The Urban Design Framework has addressed a number of concerns raised by officer's in relation to urban design and has resulted in improvements to the layout of the development which will help to ensure that the adopted LA3 masterplan principles are more successfully demonstrated at the site.

9.7.31 The Phase One Composite Site Plan shows a layout that is in keeping with the parameters established within the illustrative masterplan and parameter plans as a whole and those principles within the DAS and Urban Design Framework. As above, the Urban Design Framework has addressed a number of concerns raised by officer's in relation to urban design in Phase 1 and has resulted in improvements to the layout of the development and the Gateway in particular. Furthermore, the layout reflects all relevant set back distances in order to ensure that appropriate residential amenity is guaranteed for all. As such, it is considered that the proposals are now, on balance, in accordance with the guidance and principles set out within Policy LA3 of the Adopted Site Allocations DPD and the LA3 Master Plan, as well as Core Strategy Policies CS10, CS11, CS12 and CS13.

Massing and Scale

9.7.32 When considering the need to ensure effective enclosure of streets the Design and Access Statement, supported by the Urban Design Framework, states that streets should not be governed by highways and the movement of vehicles. Streets, as opposed to roads, are the spaces between buildings. The character of a street is governed by how buildings and structures help to enclose the space. A positive sense of enclosure and the associated activities can combine to create an interesting environment. It is therefore important to control the position of building lines and frontages carefully within the street, to create a more continuous sense of enclosure. The heights of buildings also need to respond to the width of the street and the role of that street and public space. Taller buildings (above 2.5 storeys) will be given greater emphasis located on the priority spaces and routes, such as the community square.

9.7.33 When considering elevations and rooflines, the Design and Access Statement confirms that façades, which form the primary frontage within a block, will focus on creating an active frontage, with the number of pedestrian entrances maximised wherever possible. Attention will be paid to the impact of new development on surrounding properties, particularly existing properties surrounding the site. Impact will be minimised and any significant impact avoided. Ground floors on commercial properties may be higher than standard residential floor heights, but must avoid large blank ground floor frontages in public areas to help give a 'human scale' to the street, including on those properties with light industrial uses. Rooflines should create subtle changes in scale within the street scene, creating instances of small-scale adjustments in height to emphasise corners and feature buildings. Greater contrasts in height can be created where a landmark feature is desirable, such as within the Community Hub.

9.7.34 The proposed building heights are detailed within the Design and Access Statement and the overall building heights parameter plan (Drawing No. PP05 (Rev:L) and these vary across the site based on design considerations. Taller buildings of up to 4 storeys, or up to 15m to the ridgeline, will be accommodated in and within close proximity to the Community Hub. Medium heights of up to 3 storeys, or 13m to the ridgeline, are located broadly towards the centre of the masterplan site, at key locations within the proposed phases of the development. Lower heights of 2 storeys, or up to 10m to the ridgeline will be accommodated along sensitive edges, as per the suggestions of the Landscape and Visual Character Assessment. The majority of the proposed development will be 2 or 2.5 storeys in height however, including around the periphery of the site and adjacent to neighbouring development. When combined with the screening proposed as part of the landscaping strategy, this will help to ensure that there will be no significant adverse effects on the residential amenity of neighbouring properties through visual intrusion or overbearing impact in accordance with Core Strategy Policy CS12.

9.7.35 These height parameters have been assessed as part of the Landscape and Visual Impact Assessment, the results of which are discussed later in this report. The height parameters have been informed by the Landscape and Visual Impact Assessment and are considered appropriate and acceptable. The proposed building heights are considered to strike a good balance of ensuring good urban design throughout the scheme, whilst being sensitive to surrounding receptors, including neighbouring properties and the surrounding countryside.

9.7.36 The submitted Phase 1 Building Heights Plan demonstrates that the Phase 1 element of the development respects the parameters set for the wider site. There is a maximum height of three storeys on this element of the site, which reflects that it is a residential area. The heights on the eastern edge of the development, closest to existing development are at two storey, reflecting the need to respect the amenity of existing local residents in accordance with Core Strategy Policy CS12.

Appearance

9.7.37 The architectural approach for the proposed development is set out in the Design and Access Statement and supported by the Urban Design Framework. This confirms that a priority for such a development of this scale is to deliver a co-ordinated variety of architectural styles with a common palette of materials, colours and textures. This is achieved with defined character areas (identity areas), which creates subtle changes in building form and landscape treatment throughout the development. The development should avoid any stereotypical 'estate' feel and be responsive to the varying characteristics of the site. The Design and Access Statement and Urban Design Framework confirm that the materials palette chosen focuses on a range of local materials, with a variety of colours and textures to ensure appropriate variety. However, a common theme local to the area will be the use of local red/orange bricks, render and plain tiles, with consideration to the occasional use of high quality metal roofs on commercial or community premises, such as the primary school for example.

9.7.38 Architectural detailing should show clear reference to local Hertfordshire vernacular styles, but poor copies/pastiche will not be promoted. A more modern, contemporary approach is also appropriate, if it responds to vernacular proportions and materials and is part of a local mix.

9.7.39 Properties in the early phases will be finished in brick, render, and tile. Appropriate design approaches will be employed for the primary school, community building, elderly care home and other key buildings. The materials for landscape and informal open spaces will respond to the need to retain existing vegetation where possible, creating a legible green neighbourhood that reflects the identity areas within the scheme and the rural context to the west. The road design balances highway safety and operation with wider design considerations to ensure high quality design, in the use of surface materials and hard landscaping for example.

9.7.40 In terms of Phase 1's appearance this is to be considered in detail. The design principles inherent within Policy LA3 of the Adopted Site Allocations DPD and LA3 Master Plan state that the character of buildings in the Chiltern area should be used as a guide for attractive design and traditional materials such as red brick, clay tiles and timber boarding should be used where feasible. Accordingly The Phase 1 Materials Plan demonstrates that the materials proposed are reflective of the traditional ones identified in the Policy LA3 principles. However, in order to add further interest to the streetscape further detailing such as render to first floors and some dwellings with grey slate tiles have been incorporated. The dwellings overlooking the Gateway have been amended to assume a subtly more contemporary take on the traditional in order to ensure high quality design at this key entrance to the development. Whilst they maintain traditional form, they now have a more

contemporary feel and appearance inspired by successful developments completed elsewhere by the applicants in similar contexts to the LA3 site. The appearance of the proposed dwellings within Phase 1 then transitions sensitively back to the more traditional as you move away from the Gateway further into the development.

9.7.41 Section 12 of the NPPF places great emphasis on the role of good design in place making. While the level of detail provided between the full and outline elements differs, it is considered that, on balance, following the improvements which have been made to the design following the urban design workshops and the submission of the Urban Design Framework, the design proposed demonstrates that the proposals are in accordance with the provisions of the NPPF, Core Strategy Policies CS10, CS11 and CS12, the Site Allocations DPD, the LA3 Masterplan and other guidance when it comes to urban design and design.

9.8 Housing Mix

9.8.1 Core Strategy Policy CS18 – Mix of Housing states that new housing development will provide for a choice of homes, including a range of housing types, sizes and tenures, as well as housing for those with special needs and policy compliant levels of affordable housing. The policy goes on to state that the mix and type of housing within development will be guided by evidence such as Strategic Housing Market Assessments (SHMA) and other site-specific considerations. Local Plan Policy 18 also relates to the size and type of new dwellings to be provided and places particular emphasis on smaller units and lifetime homes.

9.8.2 The mix of dwellings for the outline element of the scheme will be determined at the relevant Reserved Matters stage. This will draw on the most up to date evidence on housing need at that time. For Phase 1, the proposed mix is set out in Section 5 of the Planning Statement. This has been developed with reference to the housing need set out within the South West Hertfordshire SHMA. It has been amended and updated following consultation with our Strategic Housing Team and the latest housing mix is set out below:

	<i>TOTAL UNITS</i>
<i>OPEN MARKET</i>	
<i>1 bed flats</i>	4
<i>2 bed flats</i>	28
<i>2 bed houses</i>	35
<i>3 bed houses</i>	242
<i>4 bed houses</i>	320
<i>5 bed houses</i>	31
<i>OPEN MARKET TOTAL</i>	660
<i>AFFORDABLE</i>	
<i>1 bed flats</i>	102
<i>2 bed flats</i>	105
<i>2 bed houses</i>	198
<i>3 bed houses</i>	35
<i>4 bed houses</i>	0

<i>AFFORDABLE TOTAL</i>	440
GRAND TOTAL	1100

9. 8.3 The proposed housing mix for Phase 1 is set out below:

	<i>TOTAL UNITS</i>
<i>OPEN MARKET</i>	
<i>1 bed flats</i>	0
<i>2 bed flats</i>	12
<i>2 bed houses</i>	21
<i>3 bed houses</i>	98
<i>4 bed houses</i>	92
<i>5 bed houses</i>	5
<i>OPEN MARKET TOTAL</i>	228
<i>AFFORDABLE</i>	
<i>1 bed flats</i>	9
<i>2 bed flats</i>	33
<i>2 bed houses</i>	21
<i>3 bed houses</i>	52
<i>4 bed houses</i>	7
<i>AFFORDABLE TOTAL</i>	122
GRAND TOTAL	350

9.8.4 It is considered that the mix proposed is reflective of the need across the Borough to accommodate a high proportion of 2 and 3 bedroom units across the development, as well as the Borough specific need to maintain a level of 4+ bed dwellings. Furthermore, the affordable housing proposed incorporates high numbers of smaller units, including two beds, which is welcomed. However, in order that affordable housing remains integrated with the wider development, a number of larger units are also proposed which corresponds to the SHMA requirement to retain a balance of affordable dwellings.

9.9 Affordable Housing

9.9.1 Core Strategy Policy CS19 states that 35% affordable housing will be provided on new developments. However, the 40% requirement set out within the Site Allocations DPD is more up to date and is therefore considered to represent a more suitable requirement for the development at LA3. This position was agreed with the developers at pre-application stage.

9.9.2 The proposals provide for up 40% affordable housing. This will be secured via a S106 agreement. The tenure split of this provision will be 75% affordable rent / 25% intermediate housing in accordance with Policy CS19. The tenure split has been amended through negotiation with the developers and the Council's Strategic Housing Team to ensure compliance with Core Strategy Policy CS19. A 50/50 split was originally proposed which was not considered acceptable.

9.9.3 The location of affordable housing within the majority of the scheme is for determination at the Reserved Matters stage due to it being located within the Outline element of the application. However, it is to be fixed in terms of the Phase 1 area (full element of the application). It is considered that the proposal satisfactorily demonstrates that the scheme avoids concentrating affordable housing in specific areas of the site and instead proposes a clustered approach, in accordance with the requirements of the Affordable Housing SPD. Officers are satisfied with this approach.

9.9.4 It is noted that the level of affordable housing proposed for Phase 1 is slightly below the overall 40% figure put forward (approximately 35%). However, this slight deficit will be made up in outline phases by the provision of greater than 40% affordable housing in these phases, ensuring that the policy compliant level of 40% affordable housing will be achieved across the development when taken as a whole. This will be secured via the S106 agreement.

9.9.5 The development incorporates a 70-bed affordable elderly care facility for older people (C2/C3 Use) located within the Community Hub on the Site. This responds to a need for residential care provision for older people specified within the SHMA, which represents the most up to date assessment of future housing needs in the area. This is in accordance with the lifetime homes requirement of Local Plan Policy 18. Whilst there were initially questions over whether this type of accommodation could genuinely be considered as 'affordable housing', further justification has since been provided in the form of a consultants statement and initial expressions of interest from local Registered Providers (RP's) which provides officers with the necessary comfort. The proposals are considered to be 'affordable' and form part of the overall affordable housing provision of 40%.

9.9.6 The Council's Strategic Policy Team are supportive of the inclusion of this facility and have commented as follows:

'We are supportive of the provision of extra-care elderly housing accommodation (70 beds) generally as part of the mix of housing and also in terms of the mix of affordable housing. It appears that the Strategic Housing team is supportive of the latter. Furthermore, the proposal is of a significant scale to deliver a much wider range of housing than would normally be the case for smaller schemes.'

9.9.7 As referred to above, the Council's Strategic Housing Team is also supportive of this proposal as part of the affordable housing provision.

9.9.8 The proposed development will secure a high proportion of affordable housing in compliance with the LA3 Masterplan, Site Allocations SPD and Core Strategy Policy CS19. This is considered a significant benefit of the proposed scheme.

9.10 Gypsy and Traveller Provision

9.10.1 The proposals include the provision of land for 7 serviced Gypsy and Traveller pitches on a 0.5ha site located in the south-west corner of the site. This corresponds with the requirements of the Site Allocations DPD and the LA3 Masterplan.

9.10.2 The design approach will be in accordance with government guidance contained within the DCLG publication “Designing Gypsy and Travellers Sites - Good Practice Guide” (May 2018). Primary vehicular access will be via Chaulden Lane to the south of the site and additional pedestrian and cycle provision will be located to the north -east of the Gypsy and Travellers site to allow access to local facilities provided by the wider development.

9.10.3 Policy CS22 of the Core Strategy – New Accommodation for Gypsies and Travellers states that the target for new pitches will be set by the most recent Gypsy and Traveller Needs Assessment agreed by the Council and that this will be met by the provision and management of new sites. The policy also set requirements for new provision, as below:

- i. distributed in a dispersed pattern around settlements;
- ii. located close to facilities;
- iii. of varying sizes, not normally exceeding a site capacity of 15 pitches;
- iv. planned to allow for part occupation initially, allowing subsequent growth to full site capacity; and
- v. designed to a high standard with:
 - a. an open frontage similar to other forms of housing; and
 - b. landscaping or other physical features to provide an appropriate setting and relationship to existing residential areas.

9.10.4 The Council’s Strategic Policy Team has assessed the proposals and welcome the provision of the serviced 7-pitch site. It has commented as follows in this excerpt from its statement on the application proposals:

‘We welcome the commitment of the applicant to deliver a serviced traveller site of 7 pitches. It is important to secure a traveller site in order to meet our short-medium term identified need under the 2013 traveller need assessment:

<http://www.dacorum.gov.uk/docs/default-source/strategic-planning/hg8-travellers-needs-assessment-trdc-and-dacorum-2013.pdf?sfvrsn=0>

In addition, the LA3 allocation is one of only two identified locations (the other being LA1 Marchmont Farm (5 pitches)) where this need can actually be met in a planned manner.

We note that the master plan makes no specific reference to a separate access from Chaulden Lane to serve the traveller site in the policy requirements. However, it is suggested that this access could be supported in the background text to the master plan, subject to further testing at the application stage (see para. 5.31):

5..28 A gypsy and traveller needs assessment was completed in January 2013 together with Three Rivers District Council. In order to meet local needs and fulfil its statutory duties, the Council require that a small Gypsy and Travellers site is made available. There is a need to provide homes for gypsies and travellers, and LA3 is an acceptable location in planning policy terms, provided that certain criteria are met.

5.29 Policy LA3 in the Site Allocations DPD requires that 7 pitches are provided and that the phasing of the site seeks to deliver the Gypsy and Traveller Pitches within an early phase, subject to technical and viability considerations, to ensure a 5 year supply of Gypsy and Traveller provision.

5.30 The site should be designed in accordance with the Department for Communities and Local Government design guidance or any replacement advice (available at):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11439/designinggypsies.pdf

5.31 The location of the site is shown indicatively in the south west corner of the land (see Plan 9) and it is assumed that access will be secured directly from Chaulden Lane, subject to final confirmation at the planning application stage regarding road capacity. The reference to 'potential location' in Plans 5 and 9 refers to the location of the gypsy and traveller pitches within the site rather than the potential for such provision at site LA3. The exact area of land will be dependent on detailed design but is likely to be in the order of 0.5ha.

The County Council (Highways) has supported the principle of Chaulden Lane providing direct access to serve the traveller site. The access would avoid associated traffic travelling through the main residential area and, in reality, it would only need to serve a low amount of traffic movement connected with the 7 pitches.

I understand that you have already received the views of the County Council's Traveller Liaison team, although these have been limited in nature given that they are no longer being directly involved in managing new traveller sites.

While the details of the traveller site are still to be finalised, we note that its indicative location in the south western quadrant of the site follows that in the Master Plan (Plans 5 and 9). We acknowledge that there has been local pressure to relocate this to a more central location, but we consider that the present location remains a reasonable one.'

9.10.5 The County Council's Gypsy and Traveller Liaison Officer has also been consulted on the proposals. He has confirmed that he is satisfied with the location of the proposed site, together with the proposed layout. The County Council runs several sites set out in a circle layout like that proposed and he has confirmed that this layout works well. He is also satisfied with the separate access onto Chaulden Lane. He confirms that he feels that travellers will be happy with the separate access due to the logistics of delivering mobile homes to sites. This can cause disruption to the settled community, which would be prevented by the separate access. He is also satisfied with the proposed pedestrian and cycle connections to the wider development and the community hub.

9.10.6 The proposed location of the Gypsy and Traveller site complies with the requirements of the Site Allocations DPD and the LA3 Masterplan. It is considered an appropriate location. It is contended that the site forms an integrated part of the wider LA3 development and is linked to the wider development via footpath and cycle links,

whilst having a separate vehicular access point. It's location in the south of the development is considered to strike a good balance between ensuring good levels of accessibility to the wider LA3 facilities (such as the primary school and community hub), whilst ensuring that future residents of the site will be able to continue to maintain their culture and way of life.

9.10.7 The proposals are considered to comply with Core Strategy Policy CS22 in this regard, along with the requirements of the Site Allocations DPD and the LA3 Masterplan.

9.11 Provision of Non-Residential Development – Community Facilities

9.11.1 Core Strategy Policy CS23 – Social Infrastructure relates to the provision of social infrastructure within the Borough. The explanatory text of the policy outlines that this infrastructure includes education, health, community and leisure facilities. The policy states that new developments will be expected to contribute towards the provision of community infrastructure to support the development. In the case of larger developments, this could be in terms of the provision of land and/or buildings on site to accommodate required facilities or financial contributions towards off-site provision.

9.11.2 The requirement for new development to provide contributions towards the provision of on-site, local and strategic infrastructure required to support the development is set by Core Strategy Policy CS35 – Infrastructure and Developer Contributions. The policy outlines that contributions will be required unless existing capacity in relevant infrastructure exists and financial contributions will be used in accordance with needs set out in the Infrastructure Delivery Plan. This policy has some overlap with the Community Infrastructure Levy, which has been adopted by the Council, although this will not be sought for development on this site, as the site has been CIL rated zero.

9.11.3 The planning application is for a mixed-use development and, as such, proposes a range of other uses on top of the residential provision discussed above. Core Strategy Policy CS23 – Social Infrastructure encourages the provision of new services and facilities for the community to be located to aid accessibility and allow different activities. The policy specifies that larger developments may include land and buildings to provide social infrastructure as well as making contributions as part of planning obligations where necessary. The Adopted Site Allocations DPD lists a number of other facilities required as part of the development of the Site as part of Policy LA3 and associated LA3 Master Plan. These include:

- A two form entry primary school;
- A satellite doctors surgery (or contributions towards expansion of existing surgery at Parkwood Drive, Warner End);
- Additional Social and Community Provision, including a community building and nursery; and
- Shops.

9.11.4 The proposed development makes provision for all of the required uses and facilities and it is therefore considered to represent a policy compliant scheme in terms of the mix of built development. The proposals are considered to meet the

requirements of Core Strategy Policy CS23. The proposed facilities will be provided in the proposed Community Hub and include:

- a site for a two form entry primary school and associated nursery with playing fields on a site of up to 2.1 hectares (including CGA);
- specialist affordable accommodation for the elderly with up to 70 rooms (C2 or C3);
- an up to 450 sq. m convenience store (A1);
- three up to 100 sq. m retail units (A1, A2, A3, A4 and A5);
- a community facility of up to 175 sq. m (D1);
- a local retail use of up to 100 sq. m (A1, C3 and D1);
- a children's day nursery of up to 450 sq. m (D1).

Primary School

9.11.5 The proposed development includes land for a two-form entry primary school to be located within the heart of the community hub. This will also provide opportunities for a pre-school and/or nursery at the school. The applicants will also provide a S106 education contribution of £8.9 million to allow the Education Authority, Herts County Council, to construct and deliver the school at nil cost to the County Council. Following negotiations, this figure has been agreed with the County Council as sufficient to deliver the new school.

9.11.6 Final proposals for the school development will be a matter for assessment as part of the Reserved Matters applications and will require further discussion between the Applicant, Education Authority and the Council. However, key design requirements include:

- Primary school to have a strong relationship with and frontage to the Community Hub, with minimal set back (up to 10m).
- School to be provided with adjoining drop off space for children and dedicated on site staff car parking.
- School to be served by dedicated foot/cycle routes to allow for safe routes to schools within the development.
- Vehicular access to be via the Primary Street/ Community Square.
- Maximum building heights of 15m to allow for sports hall.
- High quality architectural approach required, given the visibility of each school, using high quality materials and landscape treatment.

9.11.7 The agreed primary school land and contribution route for education provision follows lengthy pre-application and application negotiations. The details will be finalised in the on-going S106 negotiations, which will ensure that the school is delivered in an early phase of the development as part of the community hub. Both Dacoum and Herts County Councils as Local Planning Authority and Education Authority welcome this respectively. This is a major piece of community infrastructure and should be seen as a significant benefit of the proposed development.

9.11.8 Furthermore, the applicants have agreed to fund the provision of temporary primary education accommodation via a S106 contribution to cover demand arising from Phase 1 of the proposed development until the proposed primary school opens.

The temporary accommodation will be located at a nearby school. The developers have also agreed to fund the provision of additional temporary accommodation to cover a 'bulge' that has been forecast in the education modelling for the development towards the end of the development build out. This will be subject to a review mechanism in the S106 to confirm exactly what temporary accommodation is required in the future. Details of both contributions will be agreed as part of the on-going S106 negotiations.

9.11.9 The provision of the two-form entry primary school and associated temporary accommodation referred to above will ensure that children at LA3 will all have local primary school places. This provision will also reduce pressure on existing local primary schools in West Hemel Hempstead.

Doctors Surgery

9.11.10 Following lengthy engagement with both the Clinical Commission Group (CCG) and the surgery manager at Parkwood Drive surgery at both pre-application and application stage, it has been agreed that the most effective way to mitigate the additional demand the LA3 development will place on local GP services is to provide a financial contribution towards the expansion of the Parkwood Drive surgery via a S106 contribution. This will allow the surgery to expand to cope with the additional demand. The contribution will be added to NHS England funding to allow suitable expansion of the facility. A contribution of £393,555 will be made, full details of which are set out in the Draft Heads of Terms summarised in the S106 section later in this report.

9.11.11 In providing for proposed education, leisure, retail and employment uses on the site the proposals are considered to demonstrate accordance with NPPF paragraph 104, which state the benefits of providing a range of uses within residential developments to encourage sustainable ways of living.

9.11.12 In addition to the provision of land and buildings as specified above, the proposal will make contributions (via S106), to other infrastructure in the locality required as a result of the development, in accordance with paragraph 56 and 92 of the NPPF.

9.11.14 The site does not include any playing field provision, save for that within the primary school, which is consistent with the LA3 Master Plan. This matter will be addressed within the S106 in the form of a contribution towards off-site provision at Warners End and Chaulden. This will be focussed on the improvement of local sports pitches/facilities close to the site. The primary school sports pitches may also be subject to a Community Use Agreement to ensure shared use. It should also be noted that a Community Use Agreement will cover the proposed Community Games Area attached the primary school.

9.11.15 The proposals are considered to comply with NPPF paragraphs 56, 92 and 104 as well as Core Strategy Policies CS23 and 35. A range of community infrastructure will be provided as part of the proposals and these are considered to represent a significant benefit of the scheme weighing in its favour.

9.12 Landscape and Visual Impact

9.12.1 The application is supported by a Landscape and Visual Impact Assessment (LVIA). This has been included as a chapter within the Environmental Statement. The LVIA assesses the impact of the proposals on receptors both on and in close proximity to the site in terms of landscape and visuals based on the submitted parameter plans during both the construction and operational phases.

9.12.2 The study area for the purposes of the visual impact assessment focussed on the 'zone of visual influence', that is the area within which the proposed development would be most visible from.

9.12.3 Landscape effects are a result of physical changes within the landscape, which may contribute to changes in its character and how this is experienced. These effects need to be considered alongside changes already happening within the landscape, which help define the character of it. Landscape character of the wider area has also been assessed.

9.12.4 The assessment of effects on visual amenity takes account of the landscape and visual context and the potential visibility of the proposed development from various types of location. Examples of locations where potential visual effects could occur include settlements and private residences, users of public rights of way, and people using roads. In order to determine where the development would potentially be visible from, a computer generated 'Zone of Theoretical Visibility' was generated. Site visits were then undertaken to judge the extent of the potential visibility in more detail. A number of representative viewpoints were identified upon which to base the assessment. These are locations where there is potential visibility of the site, but are restricted to those areas, which are generally publicly accessible.

9.12.5 The site does not lie within an area designated for its scenic quality, although it is just under one kilometre from the Chilterns Area of Outstanding Natural Beauty (AONB). The site is not within the Green Belt, as confirmed by the Council's Core Strategy and Site Allocation DPD, having been removed as part of the LA3 allocation. The screening effects of landform and existing vegetation ensure that there are no key views of the site from the AONB. Similarly, there are limited views towards the AONB that the development would obscure.

9.12.6 The site is situated within National Character Area 110 Chilterns. The character of the area is described by Natural England, although the assessment concludes that the site itself is not considered typical of the wider landscape character area given its urban fringe location and the effect this has. The Council's Landscape Character Assessment May 2004 shows that two Landscape Character Areas (LCAs) cover the site. The southern part of the site lies within Area 118 - Lower Bulbourne Valley, whilst its northern area lies within Area 120 - Little Heath Uplands. That assessment indicates that the character of these areas is influenced both by the urban edge of Hemel Hempstead and transport corridors along the valley floor.

Construction Phase

9.12.7 The LVIA confirms that there would be inevitable effects on the landscape during the construction phase of the development. However, given the character of the site and the surroundings these are not considered significant. Whilst no footpaths would physically be affected by the construction activity, there are likely to be effects due to the introduction of construction activity into views from these footpaths. In particular, a major indirect adverse effect is predicted on footpath 21 and a moderate adverse indirect effect on footpaths 20 (The Chiltern Way) and 91 during the construction period. Some moderate adverse effects could also occur because of the limited removal of trees from the site to facilitate the construction.

9.12.8 Visual effects during the construction period will also affect the users of footpaths 20, 21 and 91 and will also affect the users of Pouchen End Lane, Chaulden Lane, Little Hay Golf Complex, the Hertfordshire Way, a short stretch of the Grand Union Canal Walk, and Westbrook Hay and Sheethanger Common. However, views from these locations focus on the southern part of the site only. This is because the northern fields are located further back on a sloping plateau, which screens them from views. Glimpsed views from residential properties on streets adjacent to the site are also likely during the construction period given their proximity. Similarly, some views of the site are likely from residents further south at Box Lane and Felden.

9.12.9 It should be noted that by their nature the impact of the effects of the construction phase are time limited to the period of construction only.

Operational Phase

9.12.10 the LVIA assessment confirms that once construction of the development is complete, the effect on the landscape character of the site is considered to be moderate adverse, with residential development becoming a permanent element in the landscape. The footpaths internal to the Site itself would benefit from new surfaces making them easier to use, but these would be within an urban environment rather than the current semi-rural environment.

9.12.11 Without additional landscape mitigation the overall degree of visibility and visual effects would be similar to that of the construction period. This would mean significant impacts relating to: users of the public footpaths that cross the site; users of recreational lanes; footpaths and open access land in the wider area; residential properties immediately adjacent to the site's boundaries; and residential properties in the Box Lane and Felden areas to the southeast.

9.12.12 However, mitigation measures have been defined as part of the development proposals, and are shown in the submitted Environment Statement Parameter Plans, the Illustrative Masterplan and the Illustrative Green Infrastructure Plan, which together confirm the following:

- Retention of the network of mature trees and hedgerows and further supplementing and reinforcing these networks with new planting.

- Compensation for the loss of a small area of native woodland at the Long Chaulden entrance with a larger area of new woodland on the site's western boundary.
- Chalk Grassland: Informal open space within the development will incorporate significant swathes of chalk grassland, creating a chalk down land feel, with occasional scattered shrubs/trees.
- Reptile Receptor Area: An area of open chalk grassland on the western side of the proposed Pouchen Park would be retained as a reptile receptor area. This would be managed so no more than 50% of the entire grassland would be cut in any one year and will be informally demarked with a timber knee rail, and presented as a 'nature conservation area' to justify its likely less well kept look.
- Dry Attenuation Basins (south): Dry basins in the southern part of the site would be managed as chalk grassland, and sown with a calcareous wildflower/grass mix, with chalky subsoils exposed and arisings used to create chalk/'butterfly' banks. No additional topsoil or organics would be added. Any wetter areas would be allowed to develop into calcareous fen/wet flush habitats.
- Dry Attenuation Basins (north): In the northern part of the site, where chalky substrates are not present a similar approach would be taken, but with a wildflower mix suited to the conditions.
- SuDS-Conveyance features: Swales would be treated as attenuation basins, with wet wildflower seed mixes sown. The ditches in chalky areas would be allowed to develop into fen/wet flush habitats where possible.
- Wet Attenuation Basins: The two attenuation basins at the Long Chaulden entrance would be designed to include a variety of vegetation and habitats, including submerged/emergent and marginal plant species at the edges and wet grassland/marsh within the freeboard areas. The detailed design of the pond could also include a 'shoal' of shallower land at the eastern end and areas of deeper water to prevent invasion by reeds and bulrushes for example.
- Retained hedges/treelines: These key wildlife corridors will include reinforcing with under planting and the provision of long grass/wildflower margins where possible. These scalloped margins will create an 'ecotone' gradient, grading from the existing hedgerow through low shrubs, ruderals to long grassland (woodland edge/hedge seed mix). Hedgerows will be trimmed and laid as necessary to ensure the good long-term health of the features. Adjacent to the Chiltern Way, the hedgerow will be reduced to approximately 1.2m in height to enhance natural surveillance and strengthen the hedgerow structure.
- Woodland Mitigation Area: An area of new woodland will be provided adjacent to the site's western boundary to compensate for the loss of a small area of existing woodland close to the Long Chaulden frontage. This will be larger than the area that will be lost.
- Opportunity for community orchard within the Pouchen Park.
- Opportunity for community food-growing garden adjacent to Community Hub.

9.12.13 With these mitigation measures in place, the LVIA concludes that the only significant adverse landscape effect will be on the land use on the site, which will see the introduction of c.36ha of new buildings and associated infrastructure on land that is currently in agricultural use. This point of principle is however not for determination here as the principle of residential development has been established in the Council's adopted Core Strategy and Site Allocations DPD. The c.15.5ha of green infrastructure

that will be incorporated within the scheme will be managed to achieve a more wildlife friendly and attractive landscape than that is currently the case, helping to offset the loss. There will be moderate beneficial effects on the existing footpaths that run through the site through resurfacing to enhance accessibility. Whilst the setting of the paths will change significantly, the new views need not be of lower quality than the existing views.

9.12.14 With regards to residual visual impact, views from the north and east will generally be well screened by existing and proposed vegetation around the site boundaries. The main significant adverse visual effects will be on views from the elevated recreational areas to the south of the site, where the southern and central parts of the development will form a clear element within a wider panoramic view. These views, from Little Hay Golf Complex and Westbrook Hay School, already include a relatively extensive area of Hemel Hempstead as well as some elements of transport infrastructure associated with the A41 and West Coast Mainline railway. The proposed development will therefore appear as a sympathetic extension to existing housing in west Hemel Hempstead in Chaulden and Warner's End. Overall the residual adverse effects here will be 'moderate adverse'. Residents on the eastern side of Pouchen End and within Middle Hill may also experience 'moderate adverse' effects with views of new housing beyond their rear gardens. This will only affect a relatively low number of users/residents however.

9.12.15 The overall cumulative effect of the proposals on landscape and visual amenity is assessed to be limited. Officers are satisfied that the proposals are in broad compliance with Core Strategy policies CS10, CS12, CS25, CS26, CS27 and LA3, as well as Local Plan policies 79, 100 and 101.

9.13 Green Infrastructure, Landscaping and Trees

9.13.1 The adopted LA3 Masterplan sets out a number of Green Infrastructure Principles as part of the overall development principles identified. These are summarised below:

- Create a network of green infrastructure through the area via a 'green grid' of open spaces and movement corridors that link with opportunities for direct access to the countryside.
- Establish a central swathe of open space across the development as a green link to Shrubhill Common with a wide tree belt which will assist in retaining a treed skyline when viewed from the south and south east.
- Protect a wildlife corridor along the eastern side of the development adjoining Fields End.
- Reinforce structural planting along existing field boundaries within the Site to create a well-structured development of landscaped compartments with particular emphasis on enhancing existing screening and maintaining a treed skyline.
- Retain an area of open space and associated structural landscaping on the more exposed south facing slopes.

9.13.1 The masterplan for the proposed development seeks to adhere to these principles, with the masterplan's green infrastructure (GI) strategy set out in the Design

and Access Statement. This confirms that the GI strategy seeks to provide a broad range of high quality green spaces and other environmental features. The Site's GI would be a multifunctional resource, capable of delivering both ecological services and quality of life benefits for the new community.

9.13.2 The development's GI would respond both to the Site's existing topography and natural features, which includes trees and hedgerows, as well as to the surrounding landscape and existing footpaths. Key to this would be the establishment of strong, accessible and biodiverse east-west green linkages that connect the development to the countryside beyond. All components of the urban realm (primary school, housing, community and retail) would be set within an extensive network of green spaces. This will help to ensure that the new landscape is both as permeable as possible for wildlife whilst also being easy to traverse by pedestrians and cyclists, within an attractive and tranquil environment.

9.13.3 While the GI would cater for both passive and active recreation, access would be more carefully managed on sensitive wildlife sites, to ensure their conservation interest is retained. The recreation strategy has been strongly informed by the existing biodiversity and the proposals for new habitat creation; the local food growing imperative; and requirement for a multifunctional approach to the SuDS design.

9.13.4 The GI Strategy includes the following core aims:

- Seek to maximise multifunctional uses of open space and natural spaces for a range of benefits relating to biodiversity, climate change, the production of food, economic investment and activity, health, landscape, recreation and well-being.
- Promote connectivity of all types of green space at a range of scales.
- Provide a key element of the sub-region's mitigation strategy in relation to the Habitats Regulations.

Landscape Strategy

9.13.5 The adopted LA3 Masterplan sets out a number of Open Space Principles as part of the overall development principles identified. These are summarised below:

- Meet Council standards for all types of open space as a basic aim.
- Design and manage the open space for clear, identifiable purposes.
- Use open space to define different parts of the neighbourhood and help distinguish it from Chaulden.
- Arrange the open space to ensure a pleasant, coherent and wildlife-friendly network throughout the neighbourhood.
- Ensure that the layout and design of new sports provision is fit for purpose.

9.13.6 The masterplan for the proposed development seeks to adhere to these principles, with the Landscape Strategy set out in the Design and Access Statement. This states that the Landscape Strategy incorporates and enhances the important existing landscape structure of hedgerows and trees and responds to the issues arising from the Landscape and Visual Impact Assessment. The landscape and open

space proposals will provide an attractive setting for the new development, maintaining and enhancing existing habitats through the retention of existing native vegetation and creation of new grassland, woodland and ponds. A range of types and sizes of spaces are incorporated across the Site. These include formal green spaces, which also act as east-west routes across the site; formal green spaces, which act as a focal point for residential development; and informal spaces along key landscape corridors such as a proposed linear park that runs centrally east west.

9.13.7 The Landscape Strategy for the proposed development seeks to:

- Create a connected network of green corridors throughout the site, allowing for pedestrian, cycle and wildlife movement. East-west corridors are particularly important, providing links from Hemel Hempstead to the countryside and softening views from the south. A network of pedestrian and cycle routes within the proposed open space network will link in with Pouchen End Lane to the north and west, The Avenue, Squirrel Chase, Chiltern Way and Long Chaulden to the east and Chaulden Lane to the south, encouraging sustainable methods of transport.
- Deliver a range of multifunctional green spaces and clear open space hierarchy and network of varied spaces, providing opportunities for children's play, recreation paths, nature conservation and Sustainable Urban Drainage Systems (SuDS).
- Acknowledge the removal of some of the young native tree plantations within the site, but retain the network of mature trees and hedgerows and further supplement and reinforce these networks with new planting.
- Compensate for the loss of a small area of native woodland at the Long Chaulden entrance, with a larger area of new woodland on the site's western boundary.
- Deliver a street tree hierarchy, which is linked, to the movement hierarchy.
- Allow space to create a network of new tree planting within the built area, helping to integrate it into its landscape setting and softening the outline of buildings.
- Retain Category A and B trees on the site wherever possible and incorporate them within the open space network.
- Retain and actively manage all hedgerows other than where their removal is required to allow for access.
- Deliver a high quality hard and soft public realm across the proposed development, which is wholly inclusive in its design, the character of which progresses from urban to rural, east to west across the site.

- Deliver a new legible communal space adjacent to the Community Hub with direct connections with the existing community.
- Deliver opportunities to improve the biodiversity assets by providing for the existing habitats which are, or likely to be present and by creating new habitats.
- Deliver both natural and semi-natural landscapes, connected to the SuDS and biodiversity strategy.
- Minimising changes to the rural character of Chaulden Lane, retaining as much of the existing trees, and hedges along it as possible.
- Create an attractive entrance to the development at Long Chaulden, incorporating open spaces with native tree and shrub planting and ponds.
- Provide strategic woodland planting along the site's western boundary, to limit views from Pouchen End Lane and the countryside beyond.
- Provision of two new ponds of permanent water as part of the Sustainable Urban Drainage System, together with numerous dry attenuation basins and swales.

9.13.8 The public spaces around the Site are generally multifunctional and have been designed to maximise biodiversity whilst providing opportunities for recreation, play and food growing. The masterplan includes the following landscape and open space typologies, based on definitions set out in (now former) Planning Policy Guidance Note 17 on Sport, Open Space and Recreation (and is still considered to offer useful guidance in this respect) & Dacorum Borough Council's Open Space Study March 2008:

- Amenity Green Space - These areas consist of informal recreation spaces and green spaces in and around housing and village greens. These areas predominantly consist of regularly mown amenity grass with standard trees, together with areas of ornamental shrub planting around adjacent parking areas for example.
- Natural and Semi-natural Green Space - These areas have recreational value for walking and informal play, but are designed to maximise biodiversity opportunities. This can include woodlands, scrub, meadows, wetlands and open water. Within LA3, these areas can be subdivided into four sub-categories:
 - Meadows with trees
 - Existing hedges & trees with grass margins
 - New woodland & grass margins
 - Permanently wet ponds
- Children and Young People: Equipped Areas of Play - Equipped play areas including LEAPS (Locally Equipped Areas for Play) and NEAPs

(Neighbourhood Equipped Areas for Play) as well as informal hanging out areas/teenage shelters. Equipped areas will be designed to Fields in Trust standards, including fencing, safer surfacing and a variety of play experiences. Equipment is generally timber, to contribute to the semi-rural character of the area.

- Children and Young People: Informal Areas of Play - These areas are designed to allow for informal play and exploration, with ground modelling often associated with dry drainage basins. Play can be encouraged through the incorporation of naturalistic features such as timber stepping posts and beams, boulders and stepping-stones. Grass will generally consist of native meadow species to enhance biodiversity.
- Community Food Growing - Two areas are provided for potential community managed food growing. These consist of a community food garden adjacent to the Community Hub and Primary School and a Community Orchard within the Pouchen Park area. The community food garden could be a shared facility with raised planting beds designed to be accessible to all ages and levels of mobility. These could be planted with fruit bushes, annual vegetables, and salad varieties. The Community Orchard could predominantly consist of apple species typical of those found historically in the Chilterns area, but could also include other fruits such as plums, pears and cherries.
- Parks and Gardens - These areas can include both urban and country parks and tend to be the focus of community activities. Whilst a number of the open spaces within the development could be categorised as a 'Park or Garden', given their multi-functional use, the most obvious area is the small park next to the Community Hub, which is a very accessible space close to the school, shops and bus route. This also includes the largest play area within the development together with the community food garden.
- Outdoor Sports Facilities Community All Weather Pitch - This hard-surfaced pitch lies adjacent to the primary school and will be a shared facility. Lockable gates will limit access to school use only during school hours and then community use at all other times. The court will be marked out to allow a variety of sports uses such as 5-a-side football and basketball as well as informal skateboarding.
- Outdoor Sports Facilities: Primary School - The school grounds will include a grassed recreation field for school use only. This can include junior pitch(es) for football.

9.13.9 The masterplan includes a large linear park – Pouchen Park – that comprises of a significant piece of multifunctional public open space for the development and local area. This wide linear park runs in a north-south direction adjacent to the southern part of the site's eastern boundary and in an east-west direction through the centre of the site. It is truly multi-functional space, including:

- Reptile receptor/ mitigation area

- Existing Public Footpath 91 (east-west direction) widened to accommodate bicycle use
- Dry attenuation basins, some with informal play
- Swales
- New woodland
- Community Orchard
- Local Equipped Area for Play (LEAP)
- New cycle/ pedestrian route in north/south direction

9.13.10 This space will be overlooked by adjacent housing, which will provide natural surveillance as well as an attractive setting to the homes. Views from the park itself will include the open valley side to the south of the River Bulbourne, including Westbrook Hay.

9.13.11 The western and northern edges of the site will incorporate a significant green corridor, that can allow for tree planting to help soften views of the site from the wider countryside, as well as space for sustainable drainage features, a pedestrian footway and part of the trim trail. Adjacent housing set behind private drives will overlook the space, providing natural surveillance. The space will be an important nature corridor and include native trees, shrubs, grass and flower species.

Tree Strategy

9.13.12 The proposed Tree Strategy is set out within the Design and Access Statement. The strategy retains the established individual trees and tree groups, including those that are subject to Tree Protection Order (TPO) 453 along the northern boundary of the site. The tree strategy seeks to reinforce this existing structure and is inherently linked with the proposed movement networks. The majority of new tree planting will be native species of local provenance that will provide green link corridors for a wide variety of wildlife. New hedges will also be introduced throughout the site that will assist in enhancing the site's biodiversity richness.

9.13.13 The tree species to be used across the site will seek to reinforce the movement hierarchy and legibility. As such, the strategy is as follows:

- Large street tree species are to be used to the principal road corridors, with medium tree species proposed to the secondary and tertiary routes.
- The selection of tree species based on those found locally and which encourage biodiversity opportunities.
- The landscape strategy will allow for pockets within the landscape to accommodate large tree species and their future growth. This will extend the existing townscape character into the site, where mature trees are visible forming part skyline and local landmarks.

9.13.14 The Council's Trees and Woodlands team has been consulted on the proposals and, following the submission of further detail in relation to root protection areas, the Tree Officer has raised no objections. This is subject to a condition stating

that, prior to the commencement of any development or enabling/initial works, a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including an Arboricultural Impact Assessment (AIA), Tree Protection Plan(s), including details of the proposed method of protection, (TPP) and an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. The measures of tree protection shall be implemented on site and inspected and approved by an Officer of the Local Planning Authority prior to the commencement of any development and shall be retained in situ until written agreement for their removal is provided by the Local Planning Authority or until the adjacent phase of development is completed. A new TPO has also recently been served on the LA3 site as part of the tree officer's assessment and covers a number of groups of higher quality trees.

Open Space and Play Strategy

9.13.15 The proposed Open Space and Play Strategy is set out within the Design and Access Statement. A series of public open spaces are proposed across the development as part of the landscape masterplan. There will be a hierarchy to these spaces ranging from large-scale spaces, which serve the wider community, to small-scale intimate pocket parks. A play strategy for the site has been prepared in accordance with the design guidance set out in the Fields in Trust (FiT) guidance "Planning and Design for Outdoor Sport and Play".

9.13.16 Saved Policy 76 of the Dacorum Local Plan states that at least 1.2ha of public 'leisure space' should be provided per 1,000 population, or 5% of the development area, whichever is greater. This should be "usable, well located and purposefully designed, incorporating landscaping, play equipment and other features as necessary.

9.13.17 In assessing the appropriate amount, type and location of facilities, account has been taken of the existing leisure space in the vicinity and the National Playing Field Assessment (NPFA) standards for children's play space. For the LA3 development, 5% of the development area would require 2.578ha of leisure space (i.e. 5% of 51.56ha), whilst 1,100 homes would require 3.168 ha of leisure space (assuming 1,100 homes x 2.4 person occupancy= 2,640 population).

9.13.18 The masterplan therefore provides substantially more leisure space than required by Saved Local Plan Policy 76, with a total of over 12.7 hectares of 'green space' shown in the Land Use Budget plan and this is welcomed.

9.13.19 Dedicated formal areas of play will be provided in accordance with FiT design guidance. These consist of:

- Community games area (Multi-Use Sports Area and Multi-Use Games Area);
- Neighbourhood Equipped Areas of Play (NEAP), including linear spaces for trim trails;
- Local Equipped Areas of Play (LEAPs);
- Areas of informal open space for informal play.

9.13.20 The play areas are carefully situated to provide an even spread of facilities throughout the development, giving children of all ages good access to play areas within walking distance of their homes.

9.13.21 Equipped spaces will consist of:

- One Neighbourhood Equipped Area for Play (NEAP);
- Two Local Equipped Areas for Play (LEAPs), one serving the northern part of the site and the other the south;
- One shared Community Games Area. This will be set within the school grounds and used by the school during school hours. At other times, the gates will be unlocked to provide public access whilst preventing access to the school. The area will be marked to allow games such as five-a-side football and basketball.
- Thirteen Informal Play Areas. These will predominantly be incorporated within dry attenuation basins and will include low pieces of timber equipment and stones that do not require safer surfacing, such as balance beams and stepping-stones. These will be incorporated with naturalistic planting.

9.13.22 In addition to the above, a substantial 'trim trail' will be provided in a loop around the northern half of the site. This will provide a jogging route of approximately 2.0 km, with exercise stations along its route.

9.13.23 Given the topography of the site, it was acknowledged in the process of preparing the Council's LA3 Masterplan, that it is not practicable to incorporate sports pitches within the scheme. However, the proposed amenity and play space will complement the existing sports facilities in the vicinity, such as the Hemel Hempstead Rugby Football Ground and the Dacorum play area 200m and 150m to the southeast of the site respectively. Formal sports pitches will be provided within the school Grounds. Officers are seeking the agreement of HCC for community use out of school hours through the S106 agreement.

9.13.24 The proposed open place and play strategy will ensure that high quality open space and play areas will be available throughout the development, in compliance with Saved Local Plan Policy 76.

Food Growing

9.13.25 The proposed development includes a facility for a community food-growing garden as part of the wider Green Infrastructure network. This will help to promote and provide the opportunity for the new community to grow its own food, on a small, doorstep scale. This garden space is to be located centrally adjoining other communal facilities within the community hub, including the school, and within easy reach of the care facility and local homes. It will form an integral part of a central multifunctional space, that also includes the community games area, neighbourhood equipped area for play (NEAP) and informal play space. This location will allow for easy access that also ensures good natural surveillance is maintained, whilst also providing visual interest to the street scene. The garden could contribute to the creation of a strong heart to the development, encouraging social interaction, whilst encouraging the new community to source food locally and a healthy living environment.

9.13.26 The proposals also include the opportunity for a community orchard within the new Pouchen Park area. This will be located on a south-facing slope and be an attractive area for walking, as well as providing an attractive setting for the adjacent homes. It will also provide a space for community events. This will help address the decline of formal orchards, highlighted as a priority habitat in the UK biodiversity action plan requirements. Within these spaces, new hedgerows will be introduced that will provide habitat for nesting birds and an excellent food source during the winter months. Orchards will also play a key part in creating a diverse, social and sustainable place.

9.13.27 The provision of a community orchard follows pre-application advice from Hertfordshire Ecology regarding the ecological and social benefits these can provide. The inclusion of these community food-growing facilities is welcomed.

Soft Landscaping

9.13.28 Successful planting softens the built form, humanises scale, mitigates the microclimate, provides opportunities to enhance the site ecology, and provides a seasonal sense of place and a sensory dimension to new development. With this in mind, the Design and Access Statement confirms that proposed new tree planting in particular will respond to and reinforce the mature landscape structure of the development by framing key spaces and defining key routes through the planting of avenues or individual specimen street trees. A strong landscape structure will also assist in enhancing biodiversity across the site. The technical principles provided by National Joint Utilities Group (NJUG) and NHBC requirements when planting trees in the vicinity of services and buildings will be adopted for the soft landscaping.

9.13.29 On plot planting will be provided to the frontage of every dwelling and will consist of space for a combination of standard trees, ornamental shrub and herbaceous planting, ornamental hedges and/or amenity grass. This planting will ensure that attractive frontages are created to all access roads throughout the development. As stated above, this will help to soften the built environment, as well as helping to define the characteristics of different streets and areas.

9.13.30 Tree species will be chosen to complement those within the public open space, although consideration will be given to their location in proximity to houses. Within public open spaces, trees will generally be 14-16cm girth extra heavy standards, but with larger trees (18-20 cm girth) used adjacent to the primary route. Ornamental shrub and herbaceous species will provide year round interest of varying height and colour within front gardens. Larger growing shrub species will generally be set to the back of planting beds or to the middle if hard surfacing exists to both sides of the bed. Groundcover species will form the edge to most beds and under windows, such as *Bergenia*, *Euonymus* and *Hebe*. As these grow over adjacent hard surfaces, they will soften the edges. Species on the northern side of houses will be chosen to be tolerant of shade conditions. Tree species within streets and private gardens have been chosen to give the appearance of native varieties, but with the reliability of named cultivars to ensure greater success in establishment and forms more suited to semirural situations. Tree species included in the public open spaces and will mainly be 14-16cm girth extra heavy standard trees, rootballed with an overall height of 425-

600cm (see Table 53 for indicative species). Trees within the Community Hub area are likely to be 18-20cm girth.

9.13.31 Native shrubs will generally be planted at a density of one to two plants per square metre, using transplants at 60-80cm and 100-125m height in single species groups of 4-7 plants. Areas of ornamental shrub and herbaceous planting are proposed around the northern LEAP and NEAP, and within the public open space adjacent to the Community Hub to add visual interest. These will generally be planted at a density of 3- 6 plants per square metre. Adjacent to the play areas, plants with good sensory qualities (colour, texture, scent).

9.13.32 Full details of soft landscaping for both the full and outline elements of the application will be sought by condition but the proposals demonstrate a commitment to a high quality soft landscaping scheme for the development which is welcomed by officers and is deemed to be policy compliant.

Hard Landscaping

9.13.33 The Design and Access Statement also provides details of the proposed hard landscaping treatment for the development. It confirms that the public and private/communal areas will be designed to be high quality, robust and to reinforce the character areas, complementing its local context. Importance will be given to the appropriateness of the materials with regard to place making and their long-term performance with regard to life cycle costs.

9.13.34 The palette of hard landscape materials to be used across the proposed development will help in defining the various character areas. Street furniture, including seating, litterbins and bollards will be timber throughout, contributing to a rural character that befits the site's context and strong network of wildlife corridors. These features will be simple and contemporary in style.

9.13.35 Primary, secondary and tertiary streets and associated footways will be surfaced with tarmac. Shared surface streets and shared private drives may be surfaced with block paving. Metal railings or post and rail fencing will feature at adjoining green spaces.

9.13.36 As per the soft landscaping treatment, full details of hard landscaping for both the full and outline elements of the application will be sought by condition but the proposals demonstrate a commitment to a high quality hard landscaping scheme for the development which is welcomed by officers and is deemed to be policy compliant.

9.13.37 Officers are satisfied that the proposals are in broad compliance with Core Strategy policies CS10, CS12, CS25, CS26, CS27, the Site Allocations DPD and adopted LA3 Masterplan, as well as Local Plan policies 76, 79, 100 and 101.

9.14 Socio-economic

9.14.1 The socio-economic impacts and benefits of the proposed development have been assessed in the Design and Access Statement, which has been submitted in support of the application. These are summarised below.

Social

9.14.2 The proposed development will provide 1100 new dwellings, along with a 70-bedroom elderly care facility and a site for 7 gypsy and traveller pitches. Using a multiplier of 2.4 (average household size in the Study Area), it is estimated that this would generate a total population of about 2,640 people. The 2011 census puts the population of Hemel Hempstead at just under 95,000. This therefore represents an increase of approximately 2.8% on the current population level.

9.14.3 The scale of the population growth attributed to the proposed development is considered to be of moderate long-term significance on the town of Hemel Hempstead as a whole. However it is considered that there would be no adverse impact on the town as the provision of the new community facilities, proposed as part of the development, will be necessary, including the contribution towards local health provision, supported by the CCG, the community hub and the new primary school, supported by the Education Authority.

Economic

9.14.4 The proposed development would directly support 165 full time equivalent (FTE) jobs in construction. A further 86 jobs (at least) would be supported by the construction of the primary school. Additional construction jobs would be created in connection with the development of the community hub. The jobs would include a range of occupational levels from unskilled or labouring jobs, to more senior positions across a range of professional disciplines. This would support the existing workforce and potentially allow construction firms to take on additional employees.

9.14.5 Furthermore, it is estimated that around 135 new and on-going full time equivalent (FTE) jobs would be created, excluding potential employment from the new local shopping and community facility. 22 FTE teachers and support staff would be required for a 1-form entry primary school and 45 for a 2-form entry school, which is the eventual permanent size of the proposed primary school. The children's day nursery will accommodate 75 children and employ around 20 staff. In general, a broad measure of staff requirement for a care home is one FTE job for each resident, giving 70 FTE's for the 70 beds proposed. This would vary depending on the level of care required for each of the residents and the extent of facilities and services provided.

9.14.6 It is considered that the household creation and associated increase in population would be adequately supported by the provision of social and community infrastructure. The mixed-use development proposed would also support the creation of new local jobs, which represents a significant economic benefit to the town and wider Borough.

9.15 Sustainability

9.15.1 The approach to sustainability for the proposed developed is summarised in the Design and Access Statement. The masterplan seeks to create a sustainable new neighbourhood through the adoption of good masterplanning principles, as discussed earlier in this report.

9.15.2 The Design and Access Statement confirms that the primary objective of the grain and block structure of the masterplan is to create a long-lasting sustainable place by:

- Designing for change by creating adaptable block sizes, to respond to changes in the needs and roles of development over time.
- Designing for passive solar design with consideration of east-west blocks where practicable to make the most from natural sunlight.
- Designing responsively to the topography and landscape features of the site.
- Designing with local ecology in mind to improve the relationship between development and nature.
- Creating choice and ease of movement for pedestrians and cyclists as part of a walkable neighbourhood approach.
- Provide ease of access to facilities and public transport with access to facilities within a 10-minute walk and majority of the development within 400m of bus stops.

9.15.3 The connected street structure for the development focuses wherever possible on longer east-west routes in order to maximise solar gain, as confirmed in the design section of this report.

9.15.4 Sustainable Drainage Systems (SuDS) are promoted across the site and form an integral part of the green infrastructure (GI) strategy, with a number of methods including swales and filtration within public open spaces, and consideration of use of permeable paving and other surfaces within both the public and private realm. Individual properties, both commercial and residential, will seek to achieve high levels of sustainability, focusing on a range of simple but effective objectives, such as water management and ensuring high levels of insulation. Housing, community and commercial buildings will be designed in conformity with the latest Building Regulations to ensure sustainable levels of construction throughout the development.

9.15.5 The development will help to encourage a modal shift towards more sustainable modes of transport. Sustainable attitudes to travel will be promoted throughout the development by locating properties within a walkable distance from services, facilities and public transport networks, and providing appropriate facilities to encourage walking and cycling as an alternative to private vehicle use. The sustainable transport merits of the proposals are discussed in more detail in the access and highways section of this report below. A range of high quality and attractive footpaths and cycle paths will form an integral part of the development, as previously discussed in the design section of this report.

9.15.6 Overall it is considered that the proposals comply with the relevant elements of Core Strategy Policies CS28 and CS29, as well as the NPPF. The proposals are considered to represent sustainable development. The proposed development at LA3

would result in a sustainable new neighbourhood when considering the social, environmental and economic strands to sustainable development.

9.16 Access and Highways

9.16.1 The highways and access elements of the proposals are detailed within the Transport and Access chapter of the Environmental Statement, which has been submitted in support of the application. The access strategy is also set out in the Design and Access Statement. A full Transport Assessment (TA) has also been produced which is within the appendix of the Environmental Statement, accompanied by a Framework Travel Plan. A Transport Assessment Addendum has also been produced in order to address specific Highway Authority and consultee comments emerging from the application assessment period.

9.16.2 The application seeks approval for vehicular access points to Long Chaulden, The Avenue, access to the gypsy and traveller site and foul drainage pumping station from Chaulden Lane, and an emergency access point to Chaulden Lane.

9.16.3 The TA and Environmental Statement chapters assess the suitability of the accesses to the site, as well as the highways impacts of the proposals in the immediate vicinity of the site and in the wider locality. Off-site mitigation measures required to mitigate any highways impacts resulting from the proposed development are also detailed and assessed. The highways and access elements of the proposal were subject to Environmental Impact Assessment (EIA) Scoping and detailed pre-application discussions with both the Council and the Highway Authority (Herts County Council).

Access

Access Strategy

9.16.4 The access strategy for the development is set out in the Design and Access Statement. This contains a number of movement objectives. The strategy confirms that a key objective of the movement framework is to create a clear pattern of streets within the development and ensure the area and its surroundings are easily accessed by foot and cycle. This can only be done by balancing the movement hierarchy and avoiding a car led development in order to help create a modal shift towards more sustainable forms of movement. Movement priority will need to be focused on pedestrians who will be placed at the top of the hierarchy. Cars will be given the lowest priority on most streets. The future movement hierarchy in the development will need to respond to the requirements of the following key users in this order:

- 1 Pedestrians
- 2 Cyclists
- 3 Buses
- 4 Cars

This approach is in accordance with HCC's Local Transport Plan (LTP) 4.

9.16.5 The principle access to the site is via Long Chaulden, with a 'right turn lane T' junction, with a secondary access via The Avenue. The Long Chaulden junction will also connect to the local bus network and provide services into the site via the Primary Street. A key component of the Masterplan will be the creation of the north-south link, which forms the spine of development, and loops back onto Long Chaulden, allowing a bus service to penetrate the site. Bus stops will be provided at key locations, with the existing stops on Long Chaulden adjacent to the main site entrance being upgraded.

9.16.6 From this primary link, a network of streets will produce a well-connected environment, focused on good pedestrian movement. These will be overlooked streets and lanes, and not purely roads or footpaths between development blocks. Separate footpaths and cycle routes will be overlooked by development wherever possible, in order to provide natural surveillance, which has been designed into the Masterplan. Improved links into the countryside network of bridleways and footpaths to the north, south and west will be provided to ensure good connectivity. Development will follow the principles of traditional perimeter blocks, helping to create street elevations that are made more appealing by visible activity and creating a coherent new street pattern, responding to uses, scale and landscape design.

9.16.7 The layout of the development, together with the detailed design of streets, aims to encourage walking and cycling as the likely modes of travel over short distances. The ease of access to public transport that will be facilitated by the proposals will help to encourage public transport becoming a more attractive mode over longer distances. Public transport will therefore be given greater priority and will have strong connections to the proposed community hub. The development will be a place that does not need to rely heavily upon the car as a primary mode of transport, provides opportunities to reduce pollution and congestion, and creates a more lively and varied area.

Public Transport Strategy

9.16.8 The principles of the public transport strategy are to create a development accessible by bus and to enhance connections to the town centre and employment areas in Hemel Hempstead. Bus access will be via the proposed Long Chaulden junction and extension to the Avenue and utilise the Primary Street network, with a bus stop in the southern sector (north of Pouchen Park) and connection through the Community Hub with an additional bus stop, before exiting back onto the Long Chaulden junction. The majority of residents will be able to access the bus service (existing and proposed) within a 400m walk distance. Discussions are currently ongoing between the developers, the Highway Authority and local operators who run commercial services in the area. The final proposals will be formed as part of the overall mitigation strategy and secured via the S106 Agreement. This will include a subsidy contribution to one of local bus companies that provide the two local existing bus routes.

Travel Plan

9.16.9 A Framework Travel Plan (FTP) has been prepared and submitted in support of the planning application. This is summarised in the TA. The FTP will focus on

promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car, providing non-car mode travel options for local journeys and influencing modal choice. The FTP will also provide an initial Framework for implementation, management and review of the Travel Plan.

Street Types

9.16.10 The strategy aims to create a range of streets within the development. These comprise of:

- Primary Bus Streets
- Primary Streets
- Residential Streets
- Lanes
- Courtyards

Primary Bus Streets - The primary streets will provide the main movement route into and through West Hemel for all forms of transport and will link into the wider local network. These will be designed as wider 6.75m carriageways to allow a bus service to operate within a loop through the development, together with safe movement corridors for pedestrians and cyclists.

Primary Streets - The remaining primary street will provide future proofing for further public transport services, if required to the Avenue, ultimately (through the LA3 development) for all forms of transport and will link into the wider local network. These will be designed as wider 6.75m carriageways.

Residential Streets (Secondary) - Secondary streets form the main access routes to blocks within the proposed development. Priority will be placed on the design for pedestrians and cyclists, as well as providing access for vehicles (except buses and commercial vehicles). Streets will be designed to provide a more formal arrangement. This will be reflected in the proposed arrangement of buildings, footpaths, on-street parking (parallel or right angle) and traffic calming.

Lanes (shared surface and tertiary) - Lanes will be designed according to home-zone principles. The aim is to create intimate spaces with good surveillance, where pedestrians and cyclists have priority over vehicles. The route for vehicles through the space should be wide enough to provide access for removal vans, refuse vehicles and fire tenders, with spaces to allow vehicles to pass.

Courtyards/ private driveways – As above, courtyards will be designed according to home-zone principles. The aim is to create intimate spaces with good surveillance, where pedestrians and cyclists have priority over vehicles. The route for vehicles through the space should be wide enough to provide access for removal vans, refuse vehicles and fire tenders, with spaces to allow vehicles to pass.

Cyclists will also have effective linkage options between all destinations via the leisure cycleway routes network within the green infrastructure corridors.

Key Junctions and Mitigation Measures

Long Chaulden

9.16.11 The primary access junction for the development will be via Long Chaulden. It will be designed as part of the Phase 1 detailed component of the planning application, as a Right Turn Lane 'T' junction separated by a central island to allow for pedestrian and cycle crossing points. This will help to encourage links between Shrubhill Common and routes through the development to the west and north. The road will be designed as a "raised causeway effect" above the adjoining wet attenuation ponds. Long Chaulden itself will be locally widened to allow for the central lane, to facilitate right hand turns into the site when approaching from the north.

The Avenue

9.16.12 The connection to The Avenue to the northern boundary of the site will serve as a secondary access/egress link and allow for pedestrian, cycle and vehicular connectivity. This will provide opportunities for existing residents to access the proposed new facilities and open space. This is less of a junction and more of a connection into the site.

Chaulden Lane Emergency Access

9.16.13 The proposed emergency access to the south onto Chaulden Lane will be restricted by a gate or collapsible bollards, to provide an emergency access to the development for emergency vehicles only.

Gypsy & Traveller Site Access Chaulden Lane

9.16.14 As discussed earlier in the report, the proposed gypsy and traveller site is located in the south-west corner of the site, consistent with the Council's adopted LA3 Masterplan. The proposed access via Chaulden Lane, in accordance with the Council's adopted LA3 Masterplan, allows early provision of the gypsy and traveller site as required by the Development Plan. Whilst the LA3 Masterplan policy requirements make no specific reference to a separate access from Chaulden Lane to serve the traveller site, the background text confirms that this access could be supported, subject to further testing at the application stage (see para. 5.31 below):

'The location of the site is shown indicatively in the south west corner of the land (see Plan 9) and it is assumed that access will be secured directly from Chaulden Lane, subject to final confirmation at the planning application stage regarding road capacity. The reference to 'potential location' in Plans 5 and 9 refers to the location of the gypsy and traveller pitches within the site rather than the potential for such provision at site LA3. The exact area of land will be dependent on detailed design but is likely to be in the order of 0.5ha.'

9.16.15 The pedestrian and cycle connections to the primary school and community hub within the central part of the development allows good access from the gypsy and traveller site to the proposed community facilities in the development.

Off-site Mitigation

9.16.16 In addition to the inherent design features of the masterplan and access points, a number of measures have been identified to mitigate the environmental effect of traffic associated with the development proposals. The full details of the proposed junction improvements are set out within the accompanying Transport Assessment and Transport Assessment Addendum. A summary of the proposed off-site mitigation measures is set out below however:

- Junction 3 Long Chaulden/ Northridge Way Mini Roundabout - The proposed junction improvement includes widening of the three entry arms as they approach the junction. This requires re-allocation of some of the street furniture such as lampposts. The existing zebra crossing in the southern arm of the junction will also be revised, so that the tactile paving provided meets current design standards.
- Junctions 4&5 Long Chaulden/ Boxted Road/ Warners End Road/ Northridge Way Mini Roundabouts (adjacent to the Top of The World PH and close to the Stonecroft Local Centre) - Proposed junction improvement measures for the above junction include two lane entries from the north and south, and two lanes in each direction between the two mini roundabouts. These measures provide greater entry capacity, as well as increased traffic storage capacity between the two mini roundabouts. To provide for pedestrians, the existing pedestrian crossings to the west will be retained and modified. The existing dropped kerb with tactile paving is retained to the north and the pedestrian refuge to the south will be enlarged to meet current minimum design requirements.
- Junction 6 Warners End Road / Leighton Buzzard Road Roundabout - The proposed junction improvement measures include a reduction to the circulatory carriageway width in compliance with Design Manual for Roads and Bridges (DRMB) design guidance. The entry width on each approach will be increased to provide greater junction capacity and dedicated lanes for each movement. The existing signalised pedestrian crossing to the south is to be retained, however the existing tactile paving to the west, north and east will be renewed and relocated to match in with the enlarged pedestrian islands.
- Junction 7 Northridge Way/ Fishery Road Roundabout - The proposed junction improvement measures for the above junction include increased entry width on all approaches. The existing pedestrian refuges on each arm of the junction would remain unaltered.
- Junction 8 Fishery Road/ A4251 London Road Roundabout (opposite Hemel Hempstead railway station) - The proposed junction improvement measures for the above junction include increasing the length of the two lane approach from the north, and an additional entry lane on the western arm. The existing pedestrian facility is to be improved with an enlarged pedestrian refuge on the northern arm. Cyclists are also provided for with a one way west to east cycle lane, taking cyclists travelling from the north to the east off carriageway and connecting in to the existing cycle route heading east towards the town centre. The roundabout geometry has been designed to compact roundabout design

standards, which provide a far safer roundabout design than a standard or non-standard layout.

9.16.17 Off-site mitigation measures are also proposed along Chaulden Lane, in the form of the creation of a number of passing places. This is to allow larger vehicles to be able to safely pass each other to mitigate any potential impact on Chaulden Lane because of the proposed gypsy and traveller site. Although the additional traffic generated by the gypsy and traveller site will be minimal (as confirmed in the Transport Assessment Addendum and agreed by the Highway Authority), the proposed passing places will allow Chaulden Lane to operate safely. The mitigation measures will allow larger vehicles/caravans to safely pass each other, whilst minimising the impact to the character of Chaulden Lane. Chaulden Lane is the only feasible route, which could be used to deliver mobile homes to the site and has been correctly identified as the most suitable route for mitigation.

9.16.18 The Highway Authority are satisfied with the proposed mitigation measures on Chaulden Lane associated with the proposed gypsy and traveller site and have raised no objections, subject to related planning conditions.

Highways Impacts

9.16.19 The assessment undertaken in the Transport and Access chapter confirms that construction activities would be carefully managed through the implementation of a Construction and Environmental Management Plan (CEMP). This would ensure that Heavy Good Vehicle (HGV) movements were carefully controlled along appropriate routes to and from the site focussing on the existing primary road network and subsequently the wider strategic road network. Good management practices including wheel-washing facilities, sheeting of vehicles and appropriate operational working hours would also contribute towards minimising the effect of construction traffic. These will all be controlled by planning conditions and associated informatives, with the CEMP being conditioned.

9.16.20 The assessment considers that the Site is a sustainable location from which future residents can access the wider facilities in Hemel Hempstead by foot, cycle and public transport and officers support this view. This fundamental point about locations has already been established in the adoption of the site in the Core Strategy and Site Allocations DPD. In addition, the proposed development provides a layout to encourage walking and cycling and provides shops, services and a site for a primary school to meet some of the future residents' day-to-day needs on foot. Public transport improvements are also proposed. The design work demonstrates a safe means of access to the site for cars, cyclists and pedestrians, and includes improvements to nearby junctions in order to reduce congestion and mitigate highways impacts. The main access points to the Site will be from Long Chaulden to the east and The Avenue to the northeast.

9.16.21 The assessment also confirms that, as one of the two main access points to the Site, The Avenue would see a large percentage increase in traffic compared to the existing situation. However, taking into consideration the very low existing traffic volumes currently using this route, the actual volume of traffic resulting from the proposed development is well below that which is likely to cause unacceptable effects.

9.16.22 Overall the TA and Environmental Statement chapter concludes that, with appropriate mitigation measures on the wider transport network in place, it is considered that the residual environmental effects of traffic would be negligible, with a significant beneficial reduction in driver delays.

9.16.23 The Highway Authority (the County Council) has been consulted on the application and has assessed the proposals. Their comments are set out in full in Appendix A. Following the submission of the Transport Assessment Addendum and further associated supporting information the Highway Authority has confirmed that they are satisfied with the proposals in terms of highways impact and off-site mitigation. They have recommended permitting the proposed development subject to suitable conditions, mitigation measures on the local highway network and Section 106 contributions toward schemes and measures to mitigate the impact on the local highway network.

9.16.24 It is considered that the access and highways elements of the proposals are in compliance with the NPPF, Core Strategy Policies CS8, CS9, CS10, CS11, CS12, CS13, CS28, adopted Site Allocations DPD Policies LA3 and SA3 and, in particular, the Access and Movement Strategy Principles of the Council's adopted LA3 Masterplan.

Other Technical Material Considerations

9.17 Flood Risk and Drainage

9.17.1 Hydrology, flood risk and drainage are assessed in the Hydrology chapter of the submitted Environmental Statement, which contains detailed considerations pertaining to matters relating to flooding, surface water drainage and foul water drainage. This has been supported by the preparation of a detailed Flood Risk Assessment, Surface Water Drainage Strategy and Foul Water Drainage and Utilities Assessment. The potential hydrological impacts associated with the proposed development, during both the construction and operational phases, have been considered. These assessments and their conclusions are summarised below.

9.17.2 The site is currently in agricultural use with few existing drainage features on site. These include some field drains and an existing man-made flood alleviation dry pond, which discharges into the local surface water sewer in Long Chaulden. There are no public sewers within the site boundary.

9.17.3 There are no recorded historic incidents of flooding at the site. All potential sources of flood risk at the application site have been assessed, and the risks of flooding occurring at the application site have all been assessed as low.

9.17.4 On site testing indicates that there is a potential for groundwater drainage through the underlying sub soils. As such, infiltration drainage techniques have been considered as a main method of surface water disposal.

9.17.5 The retention of major surface water run-off will be achieved using "Sustainable Drainage Systems" (SuDS). This will incorporate open space features such as wet/dry

ponds, infiltration basins/swales and local porous paving through to the use of deep-bore and shallow soakaways at the end of the surface water treatment train or control at source via pervious pavements.

9.17.6 As set out above, surface water runoff from the proposed development will be mainly disposed of via shallow and deep-bore infiltration techniques. However, the surface water runoff from the eastern part of the proposed development will be discharged into the local sewer on Long Chaulden at a rate not exceeding the existing rate.

9.17.7 The groundwater source protection zone (total catchment) is located to the south of the development and requires protection from pollution risk. Therefore, no deep-bore soakaways will be located within the southern part of the site, and the maximum depth of deep-bore soakaways proposed for the northern part of the site will be approximately 25.0m below existing ground, thereby maintaining more than 10m of buffer. This will mitigate any risk to the groundwater sources.

9.17.8 The application of SuDS will also provide a good water quality, which is particularly important for the downstream watercourses and groundwater sources. In order to assess the risk of pollution to groundwater, a Groundwater Risk assessment has been conducted as part of the Geo-Environmental Assessment. This assessment confirmed that there is a low risk to groundwater from the proposed development at this location. In addition, the change of use from agricultural to residential will reduce the run-off and leaching of agricultural pollutants derived from manure, fertilisers, pesticides and herbicides.

9.17.9 During the construction phase, a range of mitigation measures have been recommended which should form part of a site-specific Construction and Environmental Management Plan (CEMP) within which all contractor activities will be undertaken. These measures include a temporary drainage network where necessary, to ensure adequate levels of pollution treatment prior to discharge from site.

9.17.10 There will be no significant interference to any known flood paths for the 1 in 100-year flood event (allowing for climate change) in the implementation of this development, as a result of which there will be no impact on flood risk elsewhere. In addition, the outline surface water drainage strategy will incorporate drainage techniques to reduce surface water run-off rates from the site to a rate not greater than the existing green field discharges to the local sewer in Long Chaulden, for storm return periods up to the 1 in 100-year event, allowing for the detrimental effects of climate change. Therefore, it is not considered that there will be significant cumulative impacts on flooding.

9.17.11 With regard to foul drainage, flows from part of the first phase (up to 100 dwellings) will be connected to the existing local sewer, with the rest of the site served by a new dedicated off site rising main between the Development and the existing Waste Water Treatment Work (WWTW) at Berkhamsted. This will ensure that the sewer networks continue to operate satisfactorily and that there is no increase in the risk of foul water flooding.

9.17.12 The construction and operation of the proposed development could have moderate to minor adverse impacts on the surrounding water environment (in terms of surface water runoff, water quality and foul drainage) should suitable mitigation not be incorporated. However, with the mitigation secured in the Parameter Plans and outline drainage strategies, the significance of residual impacts upon the local water environment ranges from minor adverse to negligible.

9.17.13 Both the Environment Agency and the County Council as the Lead Local Flood Authority have been consulted on the proposals. No objections have been raised with regards flood risk or drainage. The Lead Local Flood Authority raised initial concerns but these were dealt with through the submission of additional information. Recommended flood risk and drainage conditions have been included as part of this recommendation.

9.17.14 Given the above assessment it is considered that, when mitigation works detailed within the Hydrology chapter of the Environmental Statement and supporting documents are implemented, the proposal will be in accordance with NPPF paragraphs 155, 163, and 165 as well as Core Strategy Policies CS29 and CS31.

9.18 Ecology

9.18.1 The application is supported by an Ecological Assessment, which is set out within the Ecology chapter of the supporting Environmental Statement.

9.18.2 The chapter identifies ecological assets, which may be subject to some impact as a result of the proposed development. These assets include statutory designations of national, county and local significance as well as notable habitats and protected species present. The chapter then assesses the baseline impact of the proposals on these assets, before suggesting mitigation and enhancement measures, which relate directly to these impacts. Finally, the assessment identifies the impact of the proposal on assets once the suggested mitigation and enhancement has been implemented. These mitigation and enhancement works are set out within the proposed Landscape and Ecology Mitigation Plan, the implementation of which is secured by planning condition as part of this recommendation.

9.18.3 Overall, the assessment concludes that, subject to the implementation of mitigation and enhancement measures and the control of detailed landscape design, no significant effects are expected in terms of ecology. Some beneficial effects can be expected at the local level in terms of increased tree cover and an increased range of habitats, particularly for invertebrates. These principles can be accommodated within the landscaping strategy submitted as part of a reserved matters application. The applicants are supportive of a planning condition, which would require the provision of holes in garden fences to encourage hedgehogs and the provision of specially designed bricks and tiles to encourage birds and bats.

9.18.4 The proposed Biodiversity Strategy has been informed by the Ecological Assessment and is set out in The Design and Access Statement. This confirms that, as part of the overall Green Infrastructure and landscaping strategy, the existing hedgerows on the site will be retained as integral parts of the development structure. These will form the basis of key wildlife corridors running through the Site and

managed to enhance their biodiversity. A significant number of other open spaces that will be managed so as to maximise biodiversity will accompany these. Key elements are set out below:

- Chalk Grassland - Informal open space would incorporate significant swathes of chalk grassland, creating a chalk down land feel, with occasional scattered shrubs/ trees.
- Reptile Receptor Area - An area of open chalk grassland on the western side of the proposed Pouchen Park would be retained as a reptile receptor area. This would be managed so no more than 50% of the entire grassland would be cut in any one year and will be informally demarked with a timber knee rail, and presented as a 'nature conservation area' to justify its likely less well kept look.
- Dry Attenuation Basins (south) - Dry basins in the southern part of the Site would be managed as chalk grassland, and sown with a calcareous wildflower/ grass mix, with chalky subsoils exposed and arisings used to create chalk/ 'butterfly' banks. No additional topsoil or organics would be added. Any wetter areas would be allowed to develop into calcareous fen/ wet flush habitats.
- Dry Attenuation Basins (north) - In the northern part of the Site, where chalky substrates are not present, a similar approach would be taken, but with a wildflower mix suited to the conditions.
- SuDS features - Swales would be treated as attenuation basins, with wet wildflower seed mixes sown. The ditches in chalky areas would be allowed to develop into fen/ wet flush habitats where possible
- Wet Attenuation Basins - The two attenuation basins at the Long Chaulden entrance would be designed to include a variety of vegetation and habitats, including submerged/ emergent and marginal plant species at the edges and wet grassland/ marsh within the freeboard areas. The detailed design of the pond could also include a 'shoal' of shallower land at the eastern end and areas of deeper water to prevent invasion by reeds and bulrushes for example.
- Retained hedges/ treelines - These key wildlife corridors will include reinforcing with under planting and the provision of long grass/ wildflower margins where possible. These scalloped margins will create an 'ecotone' gradient, grading from the existing hedgerow through low shrubs, ruderals to long grassland (woodland edge/ hedge seed mix). Hedgerows will be trimmed and laid as necessary, to ensure the good long-term health of the features. Adjacent to the Chiltern Way, the hedgerow will be reduced to approximately 1.2m in height, to enhance natural surveillance and strengthen the hedgerow structure.
- Woodland Mitigation Area - An area of new woodland will be provided adjacent to the Site's western boundary, to compensate for the loss of a small area of existing woodland close to the Long Chaulden frontage. This will be larger than the area that will be lost ensuring a net gain.

9.18.5 The County Ecologist at Hertfordshire Ecology has assessed the proposals as part of the consultation process. His comments are set out at Appendix B. Whilst he is generally satisfied with the conclusions of the Ecological Assessment, he concluded that further attention needed to be paid to the Local Nature Reserve with either improved GI connections to the site or enhancements to the Local Nature Reserve itself being made. In addition, suitable offsite enhancements will be required in order to adequately address the loss of farmland birds, which will occur because of the proposed development.

9.18.6 The County Ecologist has suggested a suitable enhancement project for the Local Nature Reserve would involve the introduction of natural grazing at the site, which would help to address disturbance and site management issues. A S106 contribution will be sought to enable this enhancement project to go ahead to address the ecology concerns in respect of the Local Nature Reserve.

9.18.7 A further S106 contribution will be sought to enable the implementation of a suitable offsite mitigation project for farmland birds, which will involve significant new hedgerow planting off-site. The two projects identified have been agreed in liaison with the applicant's ecologist. It is considered that they suitably address the concerns raised by Hertfordshire Ecology. The scheme is therefore considered acceptable from an ecology point of view.

9.18.8 The proposals are considered to comply with the ecology and biodiversity objectives of the LA3 Masterplan and the Site Allocations DPD, as well as the relevant objectives set out within Section 15 of the NPPF.

9.19 Heritage

9.19.1 The application has been supported by a Built Heritage Statement which is included as part of the Environmental Statement. The statement confirms that the proposed development has the potential to cause a slight adverse impact to non-designated heritage assets at Former Stables and Barns to the east of Pouchen End Lane. However, it is considered that this would result in a negligible impact on the significance of this asset. There will be no impact on designated heritage assets. The design of the proposed scheme has been informed by the presence of this asset to minimise impact.

9.19.2 The Council's Conservation and Design Team has been consulted on the planning application and has assessed the proposals. His comments are set out at Appendix B. He has raised no objections on heritage grounds. He has concluded that there will be very little if any impact on the significance of the Pouchen End, a Grade II listed building located to the west of the site. There would be some impact on the wider landscape in which the building sits but this is considered to be nominal.

9.19.3 When considering the other designated heritage asset, Winkwell Conservation Area, he confirms that The major portion of the conservation area will not be impacted. There would be some slight impact from the northern area beyond the railway but we would consider this impact to be of a less than substantial and at a low level. There would be a change from a more rural area to that of an urban area beyond the immediate hedge and field.

9.19.4 When considering non-designated heritage assets, he confirms that there would be some minor impact on the setting of the stables and barns east of Pouchen End Lane. However, he agrees that this would be at a low level. There would also be some minor impact on the setting of Field End Farm. However, it would still be able to be understood within the surviving context. Therefore, it is considered that this harm is also at a low level.

9.19.5 He also confirms that there would be a nominal impact on the setting and significance of the Canal. He also concludes that there would be a limited impact on the setting of the West Coast Mainline railway. However he agrees that there has been substantial change to the asset over time and therefore he does not believe that a change to its setting would be detrimental to its significance in this instance.

9.19.6 Paragraph 196 of the Framework states that:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

9.19.7 In this instance it is considered that the significant public benefits which will accrue from the proposed development outweigh the less than substantial harm/low level harm to the setting of Winkwell Conservation Area identified in the above assessment. It is considered that the proposed development would result in no significant adverse effects on the character, appearance or setting of the Conservation Area.

9.19.8 Paragraph. 197 of the Framework states that:

'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

9.19.9 In this instance it is considered that the low-level harm identified to the setting of Field Farm would also be outweighed by the public benefits of the proposed development.

9.19.10 Regard has been had to the statutory tests of preserving or enhancing the character and appearance of Conservation Areas and the setting of Listed Buildings under S.66 and S72 of The Planning (Listed Building and Conservation Areas) Act 1990, which it is accepted, is a higher duty. It has been concluded that no significant harm would arise to the setting of the adjacent listed building and the character and appearance of the adjacent Conservation Area would be preserved.

9.19.11 Given the lack of any significant harm, and the planning balance assessment set out above, the proposals are considered to be in accordance with NPPF

paragraphs 189, 196 and 197, as well as Core Strategy Policy CS27 and Local Plan Policies 119 and 120.

9.20 Archaeology

9.20.1 The application has been supported by a desk-based archaeological assessment, geophysical assessment, an intrusive on site trenching investigation, and historic landscape assessment. The Archaeology and Heritage chapter of the Environmental Statement details the results of survey work (including a comprehensive intrusive archaeological site investigation) undertaken in this regard. These results have informed the application proposals.

9.20.2 The archaeological assessment concludes that while there are buried archaeological assets present within the site, these are not considered to be of more than local/county importance and therefore low to negligible sensitivity. Therefore, even with a large magnitude of change to the assets the overall effect on the level of sensitivity results in a minor overall effect to the buried archaeological resource.

9.20.3 The County Council's Historic Environment Advisor has been consulted on the planning application and has assessed the proposals. Her full comments are set out at Appendix B. She has concluded that:

'The evaluation has identified two concentrations of archaeological remains in the northern and central parts of the site, and a lower density of undated, or post-medieval, features across the remainder of the site. These concentrations of archaeological remains represent settlement of broadly Iron Age date in the northern part of the site, and evidence of Roman settlement in the centre, close to Pouchen End Farm, in the form of a trapezoidal enclosure and related domestic and agricultural activity.

The site therefore has the potential to contain heritage assets of archaeological interest of later prehistoric and Roman date, in particular. I believe that the position and details of the proposed development are such that it should be regarded as likely to have an impact on significant below ground heritage assets, and I recommend, therefore, that provisions be made for a programme of archaeological works, should you be minded to grant consent.'

9.20.4 The recommended conditions securing a programme of archaeological work have been included in the proposed planning conditions as part of this recommendation accordingly.

9.20.5 Given the lack of any significant harm, the proposals are considered to be in accordance with NPPF paragraph 189, as well as Core Strategy Policy CS27 and Local Plan Policy 118.

9.21 Ground Conditions/Contamination

9.21.1 The application has been supported by a Phase I and Phase II Geo-Environmental Site Assessment, which has been used to inform the proposals. This forms part of the Environmental Statement. The report concludes that the site is suitable for the proposed use in terms of levels of ground contamination and ground

conditions (geology), subject to a number of suggested considerations. These have been incorporated either into the parameter plans or are the subject of planning conditions to inform future detailed design or construction works.

9.21.2 The Council's Environmental and Community Protection Team has been consulted on the planning application. They have raised no objections to the proposals from a contaminated land point of view and are satisfied that the supporting information shows that there will be no risk to human health as a result of contamination due to the proposed development. This is subject to mitigation proposed and recommended planning conditions.

9.21.3 The proposals are considered to comply with Core Strategy Policy CS32.

9.22 Air Quality

9.22.1 The Environmental Statement includes an Air Quality chapter, which details the impact of air quality on the proposals on the site itself, as well as the impact of the proposal on air quality in the wider context. This has been undertaken in the context of relevant national and European standards.

9.22.2 The baseline assessment confirms that the Site is suitable to accommodate the uses proposed as all relevant levels are met.

9.22.3 The construction phase has the potential for some temporary effect owing to the generation of dust, particularly in relation to those existing dwellings located in closest proximity to the Site. However, these can be mitigated by the implementation of controls to be agreed within a Construction Method Statement. This will be conditioned.

9.22.4 In terms of air quality impacts because of traffic generation, the absolute concentrations expected in 2027 are still below the current air quality objectives and therefore cannot be said to have a significant impact on local air quality.

9.22.5 The Council's Environmental and Community Protection (ECP) team has been consulted on the application. The ECP officer is satisfied with the supporting information provided with regards air quality and raises no objections to the proposals subject to conditions.

9.22.6 Given the above the proposals are in clear accordance with Core Strategy policies CS8, CS28 and CS32, as well as Local Plan Policy 51, which relates to traffic impacts on air quality. The proposals also demonstrate accordance with NPPF paragraph 181.

9.23 Noise

9.23.1 The application is supported by a full noise assessment of the site. The methodology and findings are set out within the Noise and Vibration chapter of the accompanying Environmental Statement.

9.23.2 The conclusions of this assessment are that the baseline noise and vibrations levels on Site do not preclude the development of the uses proposed. The proposed development would achieve all relevant standards by routine design measures. In terms of impact on existing development, there would be some temporary minor effects close to the site during the construction phase. However, this can be mitigated through the implementation of a Construction Management Plan, which will be conditioned.

9.23.3 In terms of noise impacts from traffic associated with the development, the assessment concludes that there would be a negligible impact in all locations, except for The Avenue. For The Avenue, the noise changes due to development traffic amount to a minor/moderate impact in the short term and a negligible/minor impact in the long term. However, the overall noise level with development traffic still represents a relatively low level of noise exposure that would not adversely affect residential amenity for existing dwellings adjacent to this road.

9.23.4 The Council's Environmental and Community Protection (ECP) team has been consulted on the application. They raised initial concerns in relation to potential noise impacts on the residential amenity of future occupiers of dwellings proposed in the southern part of the sit, due to noise from the railway line. However, following the submission of further information from the applicant's noise consultant, which provided clarification on a number of the points raised by the ECP officer, he has confirmed that he has no objections on noise grounds, subject to a noise condition relating to the submission of a ventilation strategy for the outline phases of the development. He is satisfied that any noise impacts can be adequately mitigated.

9.23.5 Overall, the proposals have been assessed as not having a significant impact on any receptor, nor will be proposed development be subject to any noise impact that cannot be sufficiently mitigated against. Therefore, the proposals are in accordance with Local Plan Policy 11 and Core Strategy Policy CS32, insofar that they relate to noise. Furthermore, the proposals accord with the relevant provisions of the NPPF, specifically paragraph 180 and the more detailed guidance of the PPG.

9.24 CIL

9.9 The Council's adopted Site Allocations DPD confirms that the site lies within Zone 4 of the CIL Charging Schedule, which means that there is no charge for residential development. Therefore, required contributions will be secured through a Section 106 agreement.

9.25 S106 and Planning Obligations

9.25.1 The requirement for new development to provide contributions towards the provision of on-site, local and strategic infrastructure required to support the development is set by Core Strategy Policy CS35 – Infrastructure and Developer Contributions. The policy confirms that contributions will be required to support development unless existing capacity in relevant infrastructure exists and financial contributions will be used in accordance with needs set out in the Council's Infrastructure Delivery Plan.

9.25.2 The draft Heats of Terms for the S106 Agreement area set out below. Relevant clauses and triggers are currently subject to S106 negotiations to further refine and agree them.

Requirement	Trigger
Affordable Housing	
<ul style="list-style-type: none"> • Provision of 40% affordable housing overall comprising: <ul style="list-style-type: none"> - A total of 122 units in Detailed Phase 1, including - 70 Older Persons Specialist Accommodation units - More than 40% affordable housing within Residual Phases to ensure 40% overall across development as a whole 	<p>Occupation of each Phase:</p> <ul style="list-style-type: none"> • No more than 50% of open market units to be occupied until contracts for AH disposal have been agreed • No more than 75% until 100% of AH has been completed and transferred <p>Older Persons Specialist Accommodation:</p> <ul style="list-style-type: none"> • Prior to occupation of the 150th dwelling a scheme for the provision of the Older Persons Specialist Accommodation shall be agreed • No more than 50% of the open market units within the relevant Phase within which the Older Persons Specialist Accommodation is to be provided to be occupied until contracts for the disposal of the accommodation have been agreed • No more than 75% of the open market units within the relevant Phase within which the Older Persons Specialist Accommodation is to be provided to be occupied until 100% of the accommodation have been constructed to practical completion and transferred to a RP
Education	
<ul style="list-style-type: none"> • £300,000 contribution (index linked) to meet additional capacity requirements at existing local schools prior to opening of new school 	Trigger to be agreed.
<ul style="list-style-type: none"> • £8,900,000 (index linked) contribution towards the provision of a 2FE Primary School with nursery class 	Trigger to be agreed.

<ul style="list-style-type: none"> Contribution of an estimated £600,000 to provide for further additional capacity to accommodate peak yield subject to a review mechanism. 	Trigger to be agreed.
Childcare	
<ul style="list-style-type: none"> Provide and dispose of a 450sqm PVI Childcare Facility on site to the satisfaction of HCC OR pay the Childcare Contribution of £153,204 (indexed linked) 	Trigger to be agreed.
Youth Service	
<ul style="list-style-type: none"> £51,685 (Index linked) towards youth provision 	Instalments on the commencement of each phase
Library Provision	
<ul style="list-style-type: none"> £201,538 (index linked) towards library stock at Hemel Hempstead 	Instalments on the commencement of each phase
Fire and Rescue Services	
<ul style="list-style-type: none"> Installation of Fire Hydrants 	This might be better as a condition.
Ecology	
<ul style="list-style-type: none"> Contribution of £74,184 towards ecological enhancement on Shrub Hill Common 	Prior to commencement of development
<ul style="list-style-type: none"> Contribution of £12,500 towards ecological enhancement for Farmland Birds. 	Prior to commencement of development
Highways	
<ul style="list-style-type: none"> Contribution of £10,000 towards the consultation on and implementation of a traffic regulation order to enforce a road closure (or other) to address any impacts on Winkwell Area (if necessary) 	To be agreed
<ul style="list-style-type: none"> Contribution of a maximum of £850,000 towards diversion and improvements of bus services through the development site (subject to review) 	To be agreed
<ul style="list-style-type: none"> Contribution of £6,000 per travel plan for the costs associated with administration and monitoring. 	To be agreed
Gypsy & Traveller (G&T) Site	
<ul style="list-style-type: none"> Delivery of the G&T Site 	Prior to occupation of the 350 th Dwelling
Sports Pitches	
<ul style="list-style-type: none"> Contribution of £28,000 towards off-site sports pitches 	Prior to the occupation of the 150 th dwelling
Open Space and Areas of Play	
<ul style="list-style-type: none"> Locally equipped Area of Play to be provided 	To be agreed
<ul style="list-style-type: none"> Ongoing maintenance of the open spaces through the provision of a management company; OR Ongoing maintenance of the open spaces through transfer to the LPA and payment of the commuted sum to be agreed 	To be agreed

Medical Facility	
<ul style="list-style-type: none"> Financial contribution £393,555 towards the expansion of the Parkwood Drive GP Surgery 	In instalments on the commencement of phases
Community facility	
<ul style="list-style-type: none"> To provide the community building 	Prior to occupation of the 50 th dwelling within the same phase
Retail Facilities	
<ul style="list-style-type: none"> To provide the retail facilities to shell and core 	Prior to occupation of the 50 th dwelling within the same phase

10. Conclusions

10.1 Paragraph 7 of the NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Indeed, Paragraph 10 of the NPPF confirms that sustainable development is at the heart of the NPPF. As such, plan making and decision taking should be subject to a presumption in favour of sustainable development.

10.2 Paragraph 11 of the NPPF sets out what this means for decision taking. This includes:

“Approving development proposals that accord with an up-to-date development plan without delay”.

The proposed development relates to the implementation of an allocation within the Council’s adopted Core Strategy and Site Allocations DPD (July 2017) and is therefore in accordance with an up to date development plan document.

10.3 The proposals represent sustainable development. The proposed development at LA3 would result in a sustainable new neighbourhood when considering the social, environmental and economic strands to sustainable development. Overall, it is considered that the proposals comply with the relevant elements of Core Strategy Policies CS28 and CS29, as well as the NPPF.

10.4 The implementation of the proposed development will result in the delivery of the largest residential allocation within both the Council’s adopted Core Strategy and adopted Site Allocations DPD. It will make a vital contribution to maintaining an essential pipeline of housing supply, which is critical to the Council being able to meet the requirements of the Government’s Housing Delivery Test. The site represents an important short-medium term contribution to Dacorum’s overall housing supply in the Local Plan and, importantly, to the 5 year housing land supply position.

10.5 The Planning Application is seeking permission for up to 1,100 homes. Officers are satisfied that the proposed quantum has been robustly evidenced and justified through a suite of technical documents which support the application, in compliance with the Council’s adopted Site Allocations DPD (paragraph 6.21). It is considered that the increase in numbers will help to ensure a more effective use of the land. The increased housing numbers will not result in any additional harm whilst they would result in additional benefits. These include the provision of a greater number of affordable homes. It will also allow the development to better support the provision of

associated infrastructure to support the development, including the primary school, community hub, GP surgery expansion and off-site highways benefits. The additional housing proposed will also make a valuable contribution to the Council's 5-year housing land supply.

10.6 A range of community infrastructure will be provided as part of the proposals and these are considered to represent a significant benefit of the scheme weighing in its favour. The proposals are considered to comply with NPPF paragraphs 56, 92 and 104 as well as Core Strategy Policies CS23 and 35.

10.7 Section 12 of the NPPF places great emphasis on the role of good design in place making. It is considered that, on balance, following the improvements which have been made to the design following the urban design workshops and the submission of the Urban Design Framework, the proposals are in accordance with the provisions of the NPPF, Core Strategy Policies CS10, CS11 and CS12, the Site Allocations DPD, and, in particular, the LA3 Masterplan when it comes to urban design and design.

10.8 The Site has been assessed against all relevant policies of the Development Plan, as well as other relevant material considerations. The proposals are considered to be in accordance with the Development Plan and other relevant material considerations.

10.9 The proposals represent a suitable, sustainable and deliverable development at the Council's largest residential allocation, as set out within both the adopted Core Strategy and adopted Site Allocations DPD. It will deliver much needed market and affordable housing along with other tangible benefits, whilst resulting in no significant harm. The planning balance clearly favours development of the proposals. Therefore, in accordance with paragraph 11 of the NPPF and Section 38(6) of the Planning and Compulsory Purchase Act 2004, officers recommend that planning permission should be granted without delay, subject to the agreement of the S106 Agreement currently being negotiated.

11. RECOMMENDATION

11.1 That planning permission be **DELEGATED TO THE GROUP MANAGER DEVELOPMENT MANAGEMENT WITH A VIEW TO APPROVAL**, subject to the completion of a S106 Agreement and agreement of final planning conditions. The conditions will cover the following topics and a full draft list of conditions will be reported to Members as part of the Addendum.

Time Limit

Reserved Matters

Phasing Plan

Reserved Matters Phasing

Approved Plans

Flood Risk Assessment

Lead Local Flood Authority

Tree Protection

Construction Environmental Management Plan

Construction Traffic Management Plan

Archaeology
Contamination
Estate Road Management and Highway Adoption
Highway Detailed Design
Off-site Highways Works
Travel Plan
Access
Pedestrian Works
Electric Vehicles
Existing Access
Cycle Parking
Levels
Materials
Hard and Soft Landscaping Scheme
Public Realm, Landscape Management and Maintenance Scheme