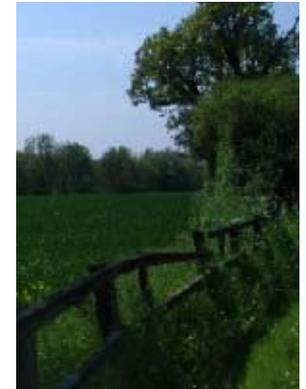


# Redbourn Road Development Brief

## Supplementary Planning Document

Adopted 19<sup>th</sup> December 2006





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Supplementary Planning Document

Adopted 19<sup>th</sup> December 2006

**Entec**

THE CROWN  
ESTATE





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આ માહિતી મેળવવી હોય અથવા બીજીકોઈ બાબત માટે કાઉન્સિલનો સંપર્ક  
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જો તમને આ માહિતી જુદી રીતે મેળવવી હોય તો દા. ત. મોટા અક્ષરો અથવા  
ઓડીયો ટેપ, તો મહેરબાની કરીને 01442 228660 અથવા માત્ર મીની કોમ  
01442 867877 ઉપર ફોન કરો.



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**Disclaimer**

The Redbourn Road Development Brief has been produced by Entec UK Ltd. with Dacorum Borough Council, St. Albans City and District Council and the landowner, The Crown Estate.

The Brief only covers the Dacorum Borough Local Plan Allocation (H41), the western part of the site, as the eastern part of the site in St. Albans City and District Council is not allocated for development and is in the Green Belt. The Brief however refers to how the two parts of the site could be planned together, in accordance with Dacorum Local Plan policy. Design principles would also be applied if the eastern part of the site were to come forward for development.



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# 1. Overview

This Development Brief is for land south of Redbourn Road, allocation H41 in the Dacorum Borough Local Plan. It has been produced jointly with Dacorum Borough Council, St. Albans City and District Council and the landowner, The Crown Estate.

Involvement from stakeholders has provided technical input relating to the content of the Brief. In accordance with Dacorum Local Plan policy, the Brief makes reference to how the site could be developed with the land to the east in St. Albans City and District Council.

Possible future links to the east are shown and the location of the road and pedestrian/cycle network has been designed so that they would integrate well if land to the east was to be developed in future. The western part of the site is capable of being developed independently should the eastern part remain in the Green Belt.

*The development brief sets out the key design principles and context for the comprehensive development of the site.*

## **Purpose of the Development Brief**

The purpose of this development brief is to:

- Set out a planning policy framework for the site.
- Set out the context for the comprehensive development of the site.
- Set out design and development principles to guide the developers of the site.

*Stakeholders have provided technical input into the brief and a stakeholder workshop was held to discuss the proposed development.*

### **Public Consultation**

This Development Brief is accompanied by a Consultation Statement that sets out how stakeholders and the community were involved in the preparation of the Brief. Comments are also sought on this Consultation Statement. A number of stakeholders have provided a technical input to this Brief (in accordance with Dacorum Borough Council's Statement of Community Involvement) and a stakeholder workshop was held to discuss the broad content.

### **Sustainability Appraisal**

This Development Brief is accompanied by a Sustainability Appraisal (incorporating Strategic Environmental Assessment) in accordance with the Planning and Compulsory Purchase Act (2004).

## Vision and Objectives

The overall vision for this development is to create a form of development that reflects the natural features and assets on and around the site and that creates strong links with the wider community of Hemel Hempstead, including new residential development to the south (H18).

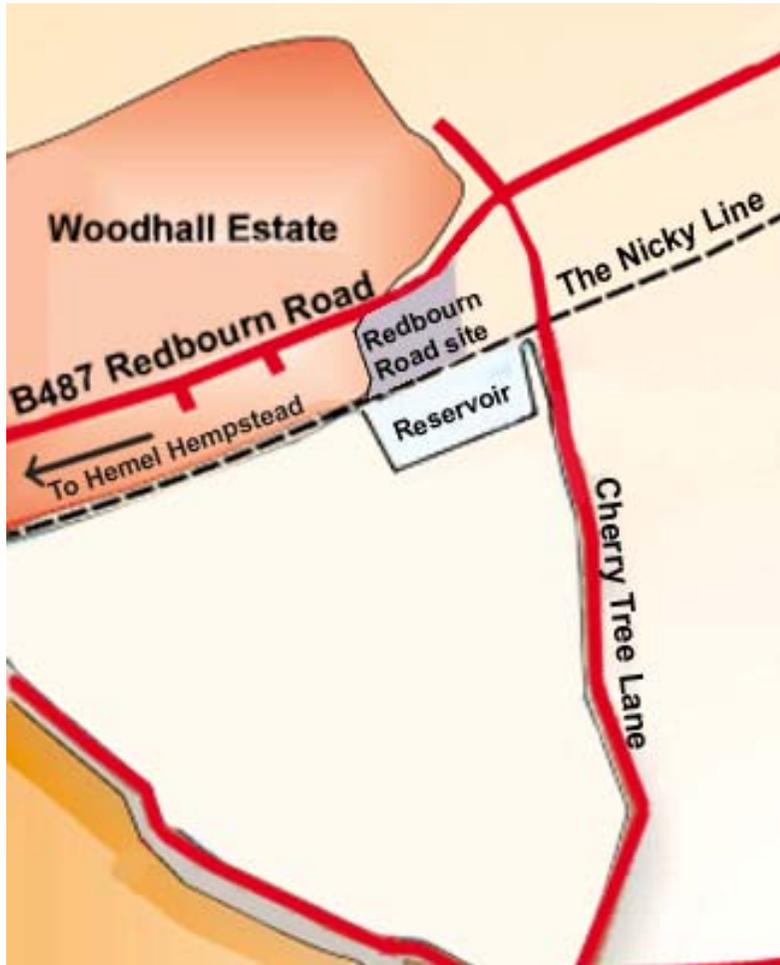
*The development brief draws upon the existing qualities of the site to foster a unique sense of identity.*

The development brief aims to create a strong vision by setting out comprehensive design principles that are relevant to the categories of Dacorum Borough Council's 'Urban Design Assessment' as well as drawing upon the intrinsic qualities of the site and its surroundings to foster a unique sense of identity with regards to both the built and natural environment. The detailed objectives of the brief are summarised below:

- Provide a high quality residential development of 30 dwellings, using materials sympathetic to the area;
- Create a safe and pleasant environment in which to live;
- Secure an appropriate level of affordable housing (around 30% of the total units);
- Create and strengthen pedestrian and cycle links to nearby local facilities, public transport routes and employment locations;
- Ensure that the site is planned comprehensively to allow expansion onto land to the east, should the opportunity arise;
- Maintain and enhance existing wildlife corridors, such as the Nicky Line; and
- Retain and supplement existing hedgerows and landscaping to provide a soft edge to the settlement and to the open countryside beyond.

## Site and Location

Figures 1 and 2 show the site location, land ownership and wider context of the site. The H41 site is the western part of a plot of agricultural land that is located to the north east of Hemel Hempstead, bounded to the north by the B487 Redbourn Road, Cherry Tree Lane to the east, the Nicky Line footpath and cycleway to the south and the access road to the Pump House to the west. The development site is approximately 1 ha. The eastern part of the field is currently in the Green Belt.

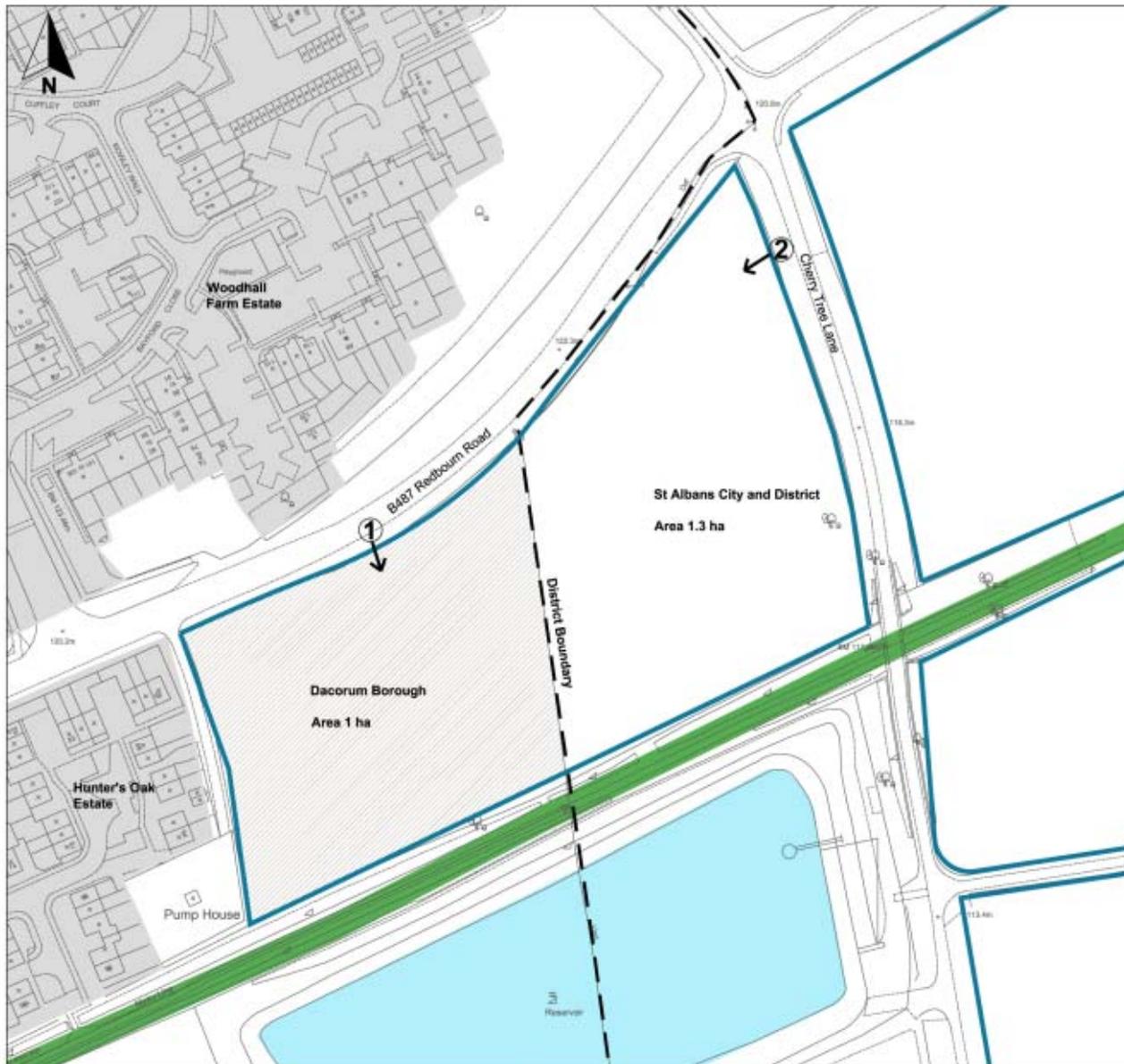


Redbourn Road site location

Beyond Cherry Tree Lane is open agricultural landscape crossed by overhead power lines and the M1. The area to the north of Redbourn Road is an established large residential area, Woodhall Farm Estate, of predominantly 1970s housing. Immediately to the west of the site, beyond the Pump House access road, is the Hunter's Oak housing estate, a small modern 1980s housing estate.

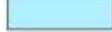
The North East Hemel Hempstead proposed employment and residential development area (allocations E4 and H18 shown in figure 2) is located to the south of the site beyond the Nicky Line National Cycle Route which is screened by dense scrub on either side of the former railway. Beyond the Nicky Line is a small reservoir. There is an even but significant downward slope from the north-east to the south-west edge of the site, with a moderate gradient of approximately 1:8.

Figure 1: Land Ownership and Site Boundary



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**Key**

-  The Crown Estate Land Ownership
-  Borough boundary
-  H41 Local Plan Housing Allocation and extent of the brief
-  Existing housing
-  Nicky Line dismantled railway line (cycle and footpath link)
-  Reservoir
-  Point from which photograph is taken



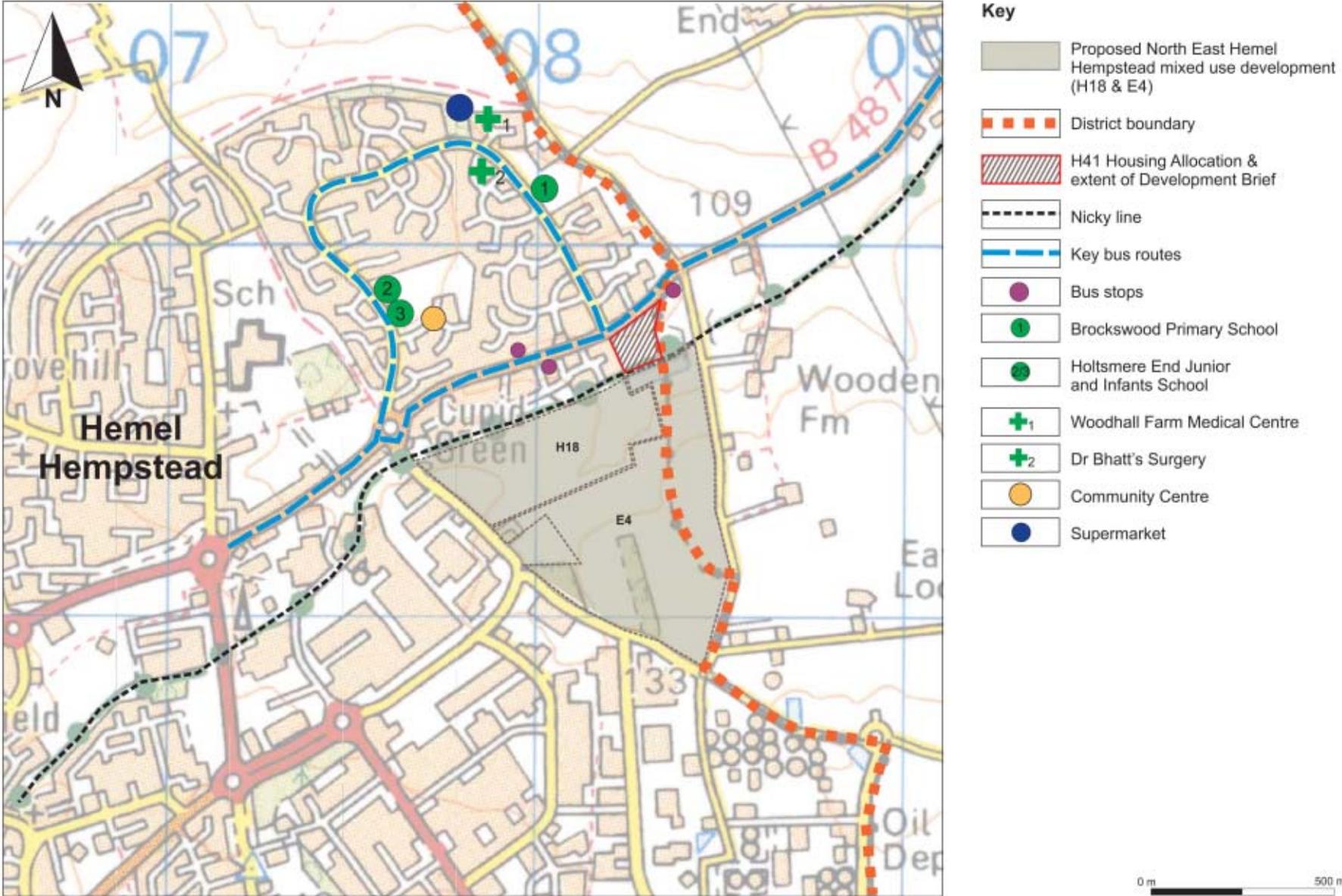
View 1 of the site from Redbourn Road.



View 2 of the site from Cherry Tree Lane.



Figure 2: Site Context



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## 2. Planning Context

The planning policy context for the development is set by national planning policy guidance, the development plan and supplementary planning documents (SPD). These key documents have informed development of this Brief and should be taken into account at the detailed design stage. The key points from the relevant guidance are summarised in Appendix A.

The key Policy Requirements for the H41 Redbourn Road site are set out in the Schedule of Housing Proposal Sites in the Dacorum Borough Local Plan (Adopted 2004) as follows:

*“At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone now and for future generations.” (PPS1, 2004)*

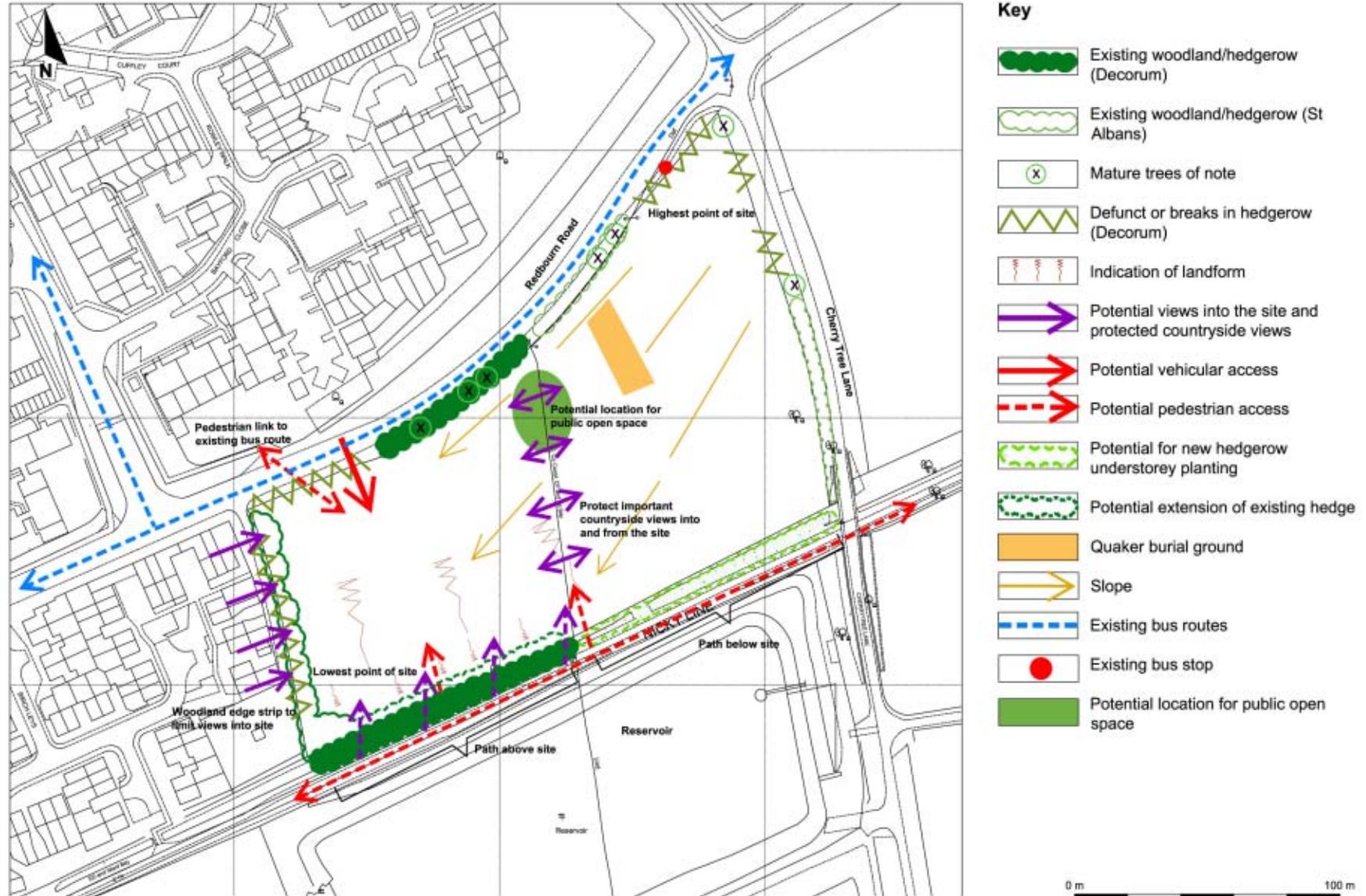
<b>Site reference</b>	H41	
<b>Site location:</b>	Land south of Redbourn Road	
<b>Area (Ha):</b>	1.0	
<b>Net capacity:</b>	30	
<b>Planning Requirements:</b>	<p>Development of site to be planned with land to the south of the Nicky Line at Three Cherry Trees Lane (Proposal H18 in this Schedule) and with land to the east in St Albans City and District Council area. See also Supplementary Planning Guidance on land for Development at North East Hemel Hempstead.</p> <p>The housing scheme should include affordable housing units (i.e. around 30% of the total number of units). Design of development to respect the character and ecological value of the Nicky Line cycle route. Pedestrian and cycle links to be provided. A contribution towards the provision of additional educational facilities will be required. Retention of hedgerows and landscaping in order to provide a soft edge to the settlement and the open countryside beyond. Development brief required.</p>	



### 3. Site Constraints and Opportunities

This section of the development brief indicates the key constraints and opportunities on the site that have influenced the principle design decisions for the development framework.

Figure 3: Key Constraints and Opportunities



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## Land Uses and Ownership

- The land use is currently agricultural and the site is under the single ownership of The Crown Estate. There are no land assembly issues which would constrain development.
- The site has been planned so that the road and pedestrian network could easily be extended to serve potential future development to the east.

## Landscape and Visual Characteristics

- The site slopes gently from 122m Above Ordnance Datum (AOD) in the north east at a moderate gradient of approximately 1:8 to 115m AOD in the south western corner.
- The site is visually and spatially contained by existing mature vegetation and hedgerows. These could be strengthened along the Nicky Line and the site's south-western boundary.
- There are some views into the site from rear upper floor windows of houses on the adjacent Hunter's Oak Estate to the west. Therefore, adequate distance separation is needed from existing housing at the eastern end of the Estate to protect the visual amenity of residents.

## Access and Movement

- The speed limit on Redbourn Road in the immediate vicinity of the site is 40mph, increasing to 60mph to the east of Cherry Tree Lane. Vehicular access can be achieved from Redbourn Road.
- Redbourn Road is well located in terms of access to local facilities on the Woodhall Farm Estate, and is served by frequent bus services. Crossing facilities are to be provided as part of the H18 (NEHH) development.
- Development of the site provides an opportunity to enhance existing pedestrian and cycle connections, particularly along the Nicky Line to existing facilities and those proposed at H18.
- There is a difference in levels and an established woodland boundary between the site and the Nicky Line that would need to be addressed in making a connection through from the site.

## Open Space

- The Nicky Line adjacent to the site provides significant recreation opportunities and links to public open spaces within Hemel Hempstead and to the Neighbourhood Park proposed within the H18 development



*Development of the site provides an opportunity to improve pedestrian and cycle connections along Redbourn Road (above) to existing facilities in Woodhall Farm.*



The Nicky Line, County Wildlife Site.

***The character and ecological value of the Nicky Line must be protected and retained.***

***The Nicky Line provides significant recreation opportunities and links to public open spaces.***

- There is an opportunity to provide public open space to the east of the H41 site adjoining the boundary with St. Albans to provide a soft edge to the development that minimises impact on landscape character.
- To restrict potential for anti-social behaviour, open space within the site should be located away from the Nicky Line with pedestrian and cycle links.

## **Ecology**

- An Extended Phase 1 Habitat Survey was undertaken in November 2004 to determine whether there are any features of nature conservation importance present on the site.
- There are no statutory conservation sites and 8 non-statutory sites within 2km of the site. There is a strip of broadleaved woodland located along the southern boundary of the site that forms part of the Nicky Line wildlife corridor, which is a County Wildlife Site.
- The character and ecological value of the Nicky Line must be protected and a number of mature trees located around the periphery of the site should be retained. A number of these have the potential to provide habitat for roosting bats and a population of reptiles.
- The small reservoir to the south of the site beyond the Nicky Line has potential for the presence of great crested newts.

## **Cultural Heritage**

- A geophysical survey of the site has been undertaken following a desk study. This indicates that the western part of the field, which is the subject of this Development Brief, is magnetically bland and no archaeological significance has been identified.
- A small part of the eastern half of the field (in St. Albans), which is outside the remit of this Development Brief, is recorded on the County Historic Environment Record as being a Quaker burial ground. This would not be affected by the current development proposals.
- Whilst there are no known constraints to development, excavation of trial trenches is likely to be required prior to the submission of a planning application.

## Hydrology and Hydrogeology

- The site lies in Flood Zone 1 and in Groundwater Protection Zone 3, a designation given to groundwater sources used for public water supply that may be at risk from contamination.
- Whilst the site is not in the floodplain, The Environment Agency recommends a Flood Risk Assessment is undertaken that focuses on any increase in surface water runoff.
- The reservoir adjacent to the south of the site receives surface flows from the adjacent urban area and attenuates and stores excess storm water runoff. Potentially, it could be incorporated into any Sustainable Urban Drainage (SUDs) plan for the site to attenuate surface run-off and allow the recharge of the underlying aquifer.

## Utilities Infrastructure

- There are no constraints to development in terms of infrastructure crossing the site.

## Social/Community Infrastructure

- There are a number of community facilities mostly in the Woodhall Farm area. These are shown in Figure 2.
- A recent study of Social and Community Facilities undertaken by Dacorum Borough Council indicates that pupil numbers in the town are falling. A review of capacities at schools in the vicinity of the site indicates that they are not at capacity.

*The site is well connected to local facilities on the Woodhall Farm Estate and is served by a frequent bus service.*

## 4. Design Principles

This section identifies the key urban and landscape design principles that are expected to influence detailed design of the development site. These key principles are then applied to the site to produce a development framework.

The overarching design objectives (right) have been established by the Dacorum 'Urban Design Assessment' for Hemel Hempstead (January 2006). Regard should be had to this document along with Appendix 3 of the Dacorum Local Plan 'Layout and design of residential areas' and the Council's SPG 'Development in Residential Areas'.

### Redbourn Road Design Principles

**Make Connections** - provide an integrated network of movement systems that serve access to the wider area of Hemel Hempstead and the wider landscape network.

**Making Places** - it is important to draw upon the intrinsic qualities, features and resources of the site to foster a unique sense of identity with regards to both the built and natural environment.

**Continuity and Enclosure** - streets, parks and open spaces should be defined by appropriately scaled buildings and landscape elements to create a positive outdoor space network and public realm that strengthens local identity.

**Quality of the Public Realm** - an active public environment encourages attractive built form and a clear hierarchy of open space networks. It is important to address the detailed design of new public spaces, hard and soft streetscape, and natural landscape elements.

**Legibility** - create a place that is legible and easy to move around in by involving the design of streets, distinctive public open spaces and landmarks.

**Energy Efficiency and Environment** - the development should incorporate appropriate energy efficient measures through building design, site layout and landscape work and management regimes.

#### Overarching Design Principles

Make Connections

Continuity and Enclosure

Quality of the Public Realm

Making Places

Legibility

Energy Efficiency and Environment



## 5. The Design Framework and Development Principles

The design framework (Figure 4 overleaf) illustrates an indicative layout for the new residential development. The design incorporates urban perimeter blocks of small to medium size enclosing a quality public realm of streets and open spaces. The design framework illustrates how development on the site should be integrated within the surrounding context through connectivity, appropriate built form, open space networks and high-quality landscape design.

This section of the Brief applies the design principles to the site's opportunities and constraints to illustrate a development framework. It sets out the key development principles and requirements and expands upon the key design objectives referred to in the previous section. Detailed design and development criteria then provide important guidance and standards that may be applied to the varied aspects of the development. Detail relating to the eastern part of the site is indicative only.

Figure 4: The Design Framework



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Redbourn Road (above) serves as the principle access route to the site.



The Nicky Line encourages sustainable methods of transport.

## 5.1 Making Connections - Provide an integrated network of movement systems that serve access to the wider area of Hemel Hempstead and the wider landscape network.

### Land use Requirements

- New development will provide for a diversity of housing type and tenure mix, designed to adapt to be flexible in order to meet the needs of future residents. Around 30% of the total units will be affordable housing in small clusters, and to the same architectural standard as open market properties. The Borough Council generally seeks to achieve a 75/25 split in favour of rented accommodation.

### Circulation, Demand and Linkages

- A single point of vehicular access off Redbourn Road is required. This should be located a minimum of 120 metres from the existing Redbourn Road/Cherry Tree Lane junction.
- Part of the woodland/hedgerow boundary to the site may need to be removed in part, and the remaining managed to accommodate the visibility splay of 4.5m x 90m. The main access point is located where there is already a break in the hedgerow, to minimise habitat loss.
- The development should incorporate shared surface access routes to the southern and eastern parts of the development to reduce car dominance. The single access off Redbourn Road would be sufficient to serve an extended site to the east.
- Junction design is subject to further detailed discussions with the County Council as Highways Authority and is expected to take the form of a give-way controlled priority junction.
- A number of improvements to the local highway network are proposed as part of the North East Relief Road and are to be undertaken as part of development of the H18 site to the south of the Nicky Line.
- Applications will be expected to meet current national and local standards for highway design and access. Detailed highway standards are contained in 'Roads in Hertfordshire: a guide for new developments' published by Hertfordshire County Council.
- Provision will be made to allow for inclusive access throughout the site, ensuring level changes are ramped and the route is fully accessible, whilst controlling illegal vehicle use.

## Public Transport

- There should be direct access for pedestrians from the site to the bus stops on Redbourn Road and the Woodhall Farm Estate.

## Footpath and Cycle Links

- Cycle and pedestrian movement within the site should be encouraged, particularly links to the Nicky Line and proposed residential and employment development at NE Hemel Hempstead.
- There should be links to a choice of sustainable cycle and pedestrian routes along Redbourn Road and The Nicky Line, linking the development site with the town centre and proposed facilities such as Neighbourhood Park and shop at H18. These links should be safe, attractive and accessible for all members of the community.
- Provision of crossing facilities on the Redbourn Road is a requirement of development of the H18 site. This will ensure access to local facilities such as schools, to bus stops on Redbourn Road and in Woodhall Farm.

## The Nicky Line

- Residential development on the southern part of the site should be designed so as to front onto the Nicky Line to increase natural surveillance of the footpath and cycle way and to maximise the environmentally aesthetic location.
- New development must preserve and enhance the ecological value of The Nicky Line, which is a designated wildlife site.
- The existing Nicky Line is part of the National Cycle Network and should be improved by facilitating access for pedestrians/cyclists and providing better surface treatment that allows use in all weather.

## Landscape Strategy

- New development should respect and enhance existing landscape features, views and character elements. A comprehensive and coherent landscape strategy should cover all elements of external space within the site to deliver a high quality sustainable living environment.
- Existing boundary planting should be incorporated, extended, managed and improved to retain its structural, amenity and ecological value.
- Within the site, open spaces that provide a recreational facility for all users should be used to connect other external elements of the development e.g. private front gardens, shared surfaces, street planting, boundary planting and movement corridors, to create wildlife corridors.



The Nicky Line provides a connected network for pedestrians and cyclists.



Rural views to the east of Cherry Tree Lane should be protected.

- Views into the site are currently limited due to the strong boundary planting, generally filtered through gaps. These should be retained and enhanced through the creation of new views.
- The eastern boundary of the site should take the opportunity to address the urban-rural fringe and provide a defined edge to the developed area of Hemel Hempstead along the Green Belt boundary.
- The rural character of the surrounding area along Cherry Tree Lane and to the east should be protected and used to enhance the development through the provision of a soft edge and retention of open views.
- Lighting will be sensitively designed to incorporate low energy and solar/wind powered units to enhance security and extended use of key areas within the development whilst minimising impact on visually and ecologically sensitive receptors such as the Nicky Line and countryside.



On-street parking should be designed as shared surfaces that are overlooked by dwellings.

### **Green Space Network and Ecological Network**

- The open space network and ecological corridors that border the site provide a connected network for pedestrians and cyclists that should be protected. These create visual and movement linkages to the existing developed areas, nearby neighbourhoods and the wider countryside to the east.
- Preserve and enhance habitat links in mature woodlands and hedgerows within an open space network.
- New development should include a network of open spaces and movement corridors to connect the site and surrounding area.
- Green spaces, overlooked by dwellings, provide an important recreational facility for the community and a safe, connected route to local transport and surrounding neighbourhoods.

### **Car Parking Strategy**

- Detailed guidance on parking provision is set out in Appendix 5 of the Dacorum Local Plan, in the Borough Council's 'Accessibility Zones for the Application of Car Parking Standards' (July 2002) and the County Council's Supplementary Planning Guidance (SPG) for parking provision at new development (December 2000). The County Council's guidance is currently under review. At the detailed design stage it is therefore advisable to contact the County Council with regard to current design and layout standards for parking. The Local Plan set out the following maximum car parking standards that should be applied to the site:

**Table 5: Maximum Car Parking Standards by Dwelling Type**

<b>Description</b>	<b>Maximum Parking Standards</b>	<b>Cycle Parking Standards</b>
1 bedroom dwelling/bed-sit	1.25 spaces	1 l/t space per unit if no garage/shed provided
2 bedroom dwellings	1.5 spaces is provided	
3 bedroom dwellings	2.25 spaces	
4 or more bedroom dwellings	3 spaces	

(Source: Dacorum Borough Local Plan 1991-2011, Adopted April 2004)

### **On-Street Parking**

- On-street parking should be designed as shared surfaces that utilise permeable surfaces with appropriate landscape design, defined pedestrian routes and clear visibility from the residential development it is intended to serve.
- Parking areas located adjacent to areas of open land and the Nicky Line should be avoided where possible. Where it is not possible to avoid such locations, then measures should be put in place to ensure that these areas are not used for overspill parking.

### **Garages**

- Larger properties could be designed with garages but these must be set behind the front building line to ensure continuous building frontage and natural surveillance.
- Details regarding the design, layout and minimum sizes of garages can be found in Appendix 5 of the Dacorum Local Plan and in the County Council guidance. The Council seeks to ensure that garages are of a useable size i.e. a minimum of 3m wide.

### **Secure Courtyard Parking**

- These areas should be well landscaped and overlooked by adjoining buildings. They should provide for no more than 15 spaces to avoid parked cars dominating the external environment.

### **Cycle Parking Provision**

- Appropriate provision must be made for secure cycle parking in the form of lockers or sheds in accordance with the above standards.

**5.2 Making Places** - It is important to draw upon the intrinsic qualities, features and resources of the site to foster a unique sense of identity with regards to both the built and natural environment.

**Design and Materials**

- The use of traditional materials in appropriate modern styles should be encouraged to enrich the existing built form. The use of local materials and local builders will reduce energy use during construction.
- Locally appropriate native planting species should be used where possible and any ornamental planting designed according to sustainable principles.

**Building Height**

- Residential development should primarily be two-storey; however two and a half/three storey properties may be appropriate for feature buildings that overlook public spaces and for the central development area of the site.

*The density profile should be more sensitively developed to the east of the site to protect countryside views and provide a soft edge to the development.*



*Dwellings should actively front onto Redbourn Road and the defined public open space to the east of the site to increase natural surveillance.*

**Density**

- The density profile for the site is expected to be lower and more sensitively developed on the eastern boundary due to the need to provide a soft edge to the countryside and to protect views.
- The development is accessible by good public transport routes, is near to local community facilities and has good access to the National Cycle route that leads to the town centre and reduces the need for car travel. Therefore, densities in the medium to higher range of the Local Plan's recommended density range (range of 30 – 50 dwellings per hectare net, Policy 22) are likely to be appropriate. The Council will welcome high quality proposals that adhere to the principles set out in this Brief. The onus will be on the developer to provide a well reasoned justification for any alternative approach to density within the overall framework.
- A higher density development will be able to deliver the smaller units that there is a particular demand for in Hemel Hempstead.

**5.3 Continuity and Enclosure** - Streets, parks and open spaces should be defined by appropriately scaled buildings and landscape elements to create a positive outdoor space network and public realm that strengthens local identity.

**Building Line and Setbacks**

- Building lines, with appropriate breaks and setbacks, must be consistent to create a sense of continuity and definition to streets and spaces.

## Orientation

- Consideration should be given to continuous development, incorporating houses with narrow frontages that make more efficient use of available land.
- Opportunities for crime prevention should be maximised through effective street lighting, appropriate built form with limited blank walls and direct footpaths and cycle ways that are overlooked by dwellings. The Environmental Guidelines SPG provides advice on this as does the Secure by Design project.

## Designated Open Space

- Open spaces in the form of green wedges, public 'greens', informal green amenity and linear wildlife corridors that provide visual amenity, recreational and ecological opportunities should be integrated at an early stage throughout the development.
- Leisure space is to be provided in accordance with Local Plan Policy (Policy 76 and Appendix 6 – at least 5 percent of development area or 1.2 hectares per 1,000 population). This should be provided on the eastern part of the site adjacent to the district border. This would provide an opportunity to extend the open space and safeguard the Quaker burial site to the east should land in St. Albans be developed in future.

## Ecology

- Hedgerows and standard trees on the site should be retained and consideration given to additional management and planting. At the detailed design stage and prior to construction, reference should be made to the Extended Phase 1 Habitat Survey of the site that was undertaken by Entec on 29 November 2004. To conform with legislation, if suitable habitat for protected species is to be removed, further surveys, such as a great crested newt survey may need to be undertaken prior to development taking place.
- At the construction stage it will be necessary to ensure that machinery does not enter the Nicky Line County Wildlife Site and that an appropriate protection zone is established around all trees and planting to avoid long term damage.

## Gardens, Amenity Space and Spacing of Dwellings

- All residential developments are required to provide an area of private open space for dwellings. Appendix A3.6 of the Dacorum Local Plan sets out detailed requirements for gardens and amenity space.
- Gardens should normally be positioned to the rear of the development and have an average minimum depth of 11.5m. If possible, there should be a range of garden types and sizes.
- There should be a minimum distance of 23 metres between the main rear wall of a dwelling and the main wall (front or rear) of another to ensure privacy.



*Strong streetscapes that adopt homezone principles and native planting create a recreational opportunity and strengthen the existing green infrastructure along Redbourn Road and the Nicky Line.*

**5.4 Quality of the Public Realm** - an active public environment encourages attractive built form and a clear hierarchy of open space networks. It is important to address the detailed design of new public spaces, hard and soft streetscape, and natural landscape elements.

**Streetscape Elements**

- Streets should adopt pedestrian priority with shared surfaces and 'homezone' principles that link the site to existing sustainable transport routes, bus stops and local community facilities.
- Streets should be well connected with pockets of overlooked public open spaces or squares that create points of interest and recreational opportunity.
- The site should be developed to '*Secured by Design standards*'. To reach these standards developers should consult with, and take account of the advice of the Police Crime Prevention Design Unit for the area.
- Developers should also consult '*Safer Places: The Planning System and Crime Prevention*', which can be viewed at [www.PlanningResource.co.uk](http://www.PlanningResource.co.uk).
- Strong streetscapes with avenue trees, locally native plants and hedges enhance and strengthen existing green infrastructure and biodiversity.
- Development should be designed to facilitate maintenance and management at the local, community level.
- To ensure clarity regarding management responsibilities there should be a clear definition between public and private space.
- Provision should be made for waste management facilities to serve any apartments or flats. These should be located away from the Nicky Line, conveniently positioned for residents, well screened and of sufficient size to cater for both normal domestic waste and recycling. Please refer to the Borough Council's Advice Note on The Storage of Refuse at Residential Developments (June 2006).



*A feature building should front onto the principal route of Redbourn Road and frame views of the Nicky Line.*

**Natural Elements**

- A soft landscape design should be established through planting a combination of native trees and shrubs along the movement corridors.
- Ensure that landscape and amenity areas are managed sustainably and that where appropriate there is local involvement in their management.
- Soft landscape principles of tree planting combined with good quality porous paving materials improve the visual impact of the street network, encourage activity of shared surfaces and enhance the landscape and wildlife structure.

**5.5 Legibility** - Create a place that is legible and easy to move around in by involving the design of streets, distinctive public open spaces and landmarks.

#### **Views and Vistas**

- Protect local and wider view corridors of the surrounding countryside to the east of the site and the adjoining development.
- Appropriately sited landmark buildings or landscape features at corners or along principal routes frame important views to create a distinctive reference point to emphasise the legibility of new development.

#### **Edges and Paths**

- The layout of the development should minimise the exposure of blank walls and facades to create an active public edge that integrates with the streetscape and existing development.
- Provide a safe, direct and convenient network of footpaths and public open spaces through the site to increase legibility, safety and natural surveillance of the public realm.

#### **Landmarks and Feature Buildings**

- The design framework shows possible locations for feature buildings. Architecturally distinctive, key feature buildings at key landmark locations would lend a strong identity to the site, namely the site entrance, the focus of key vistas within the site, and fronting on to the key public open spaces. These should be aligned with views and vistas and complemented with landmark landscape elements to create a memorable and connected street network.

**5.6 Energy Efficiency and Environment** - The development should incorporate appropriate energy efficient measures through building design, site layout and landscape work and management regimes.

#### **Energy Efficiency**

- In accordance with Policy 122 of the Dacorum Local Plan the development should incorporate appropriate energy efficient measures through:
- Careful consideration to ECOHOMES standards and incorporation of these principles in the development. The aim should be for ECOHOMES excellent standard.
- Reference to Dacorum Borough Council's SPD on Energy Efficiency and Conservation (July 2005), which identifies the need to consider the use of renewable energy or renewable energy technology.
- Apartments and town houses create a compact, effective and energy efficient built form that minimises heat loss through the fabric of the built form.

*The development should create energy efficient built form that sources recycled, locally sustainable materials that are robust and durable.*

- Maximise opportunities to incorporate water storage, recycling facilities and sustainable power sources within each dwelling to create a physical demonstration of best practice and innovation.
- Dwellings should provide the opportunity for change of internal use, landscape design and property expansion. At least 10% of the dwellings should be designed as lifetime homes.
- Recycled, locally sustainable materials that are robust, durable and low embodied energy materials should be sourced.
- Where possible, dwellings should be positioned on an east/west axis, with habitable rooms to the south to maximise passive solar gain. Solar gain will also be maximised if overshadowing is avoided.
- Sufficient space for waste and recycling storage should be provided for each dwelling to encourage waste minimisation. Private gardens should be provided with composting provision.

#### **Water Environment and Water Conservation**

- A flood risk assessment focussing on surface run-off should be undertaken.
- The Environmental Agency has confirmed that SUDs would be acceptable in principle on the site, although the depth of penetration of soakways should be restricted to a maximum of 3 metres into the chalk.
- An outline drainage strategy including an outline SUDS strategy should be produced and submitted as part of the planning application. This should have regard to Dacorum Borough Council's SPD on Water Conservation (July 2005) for guidance on appropriate sustainable drainage practices.
- Incorporation of suitable water conservation measures such as water re-use/recycling systems and rainwater collection systems should be considered and incorporated into the scheme where appropriate.

#### **Infrastructure Requirements**

- Discussions would need to take place with Thames Water to assess infrastructure supply to the site and the extent of works that may be required.
- EDF and Transco should need to be contacted regarding infrastructure supply. The issue of the adequacy of infrastructure should take into account the possibility of land to the east being developed at a later date.
- The developers will be required to demonstrate that there is adequate capacity in relation to water supply, surface water, foul drainage and sewerage treatment to serve the development and that it would not lead to problems for existing users.



## 6. Phasing and Implementation

The purpose of this chapter is to set out how the development would be phased and to identify requirements for submission of an outline planning application for the site following adoption of the development Brief.

### Phasing

Due to the size of the site it is anticipated that it would be developed as a single phase. Should land to the east in St. Albans be allocated for development in future then development of this land would form a second phase. The single access off Redbourn Road is capable of serving future development to the east and the access route through the site can be extended to the east.

### Planning Applications

The Borough Council expects a comprehensive planning submission that accords with the Dacorum Local Plan and the details set out in this development brief. Applicants should demonstrate how the application accords with this Brief and other relevant documents. Applicants will be required to provide sufficient information and detailed plans to enable the Council to assess the full impacts of the proposals:

- A supporting statement of how application meets Brief and Local Plan requirements
- An environmental report
- A Design and Access Statement
- A transport assessment
- A flood risk assessment and outline drainage strategy
- A sustainability checklist/statement
- A Tree Survey
- An assessment of archaeological potential
- A land contamination report
- Landscape Strategy
- Species Studies

*The site would be developed as a single phase. Should land to the east in St. Albans be allocated for development, this would form a second phase.*

As the development site is over 0.5 hectares, prior to submission of a planning application it will be necessary to seek a 'screening opinion' from the Borough Council to determine whether a formal Environmental Impact Assessment will be required as part of the application. As indicated above an environmental report focussing on the relevant issues should accompany the planning application.

## **Developer Contributions**

The following will be covered by a legal agreement:

- Affordable Housing: provision of around 30% affordable housing. This agreement should include the range of house types and categories, including the means of provision and timing. The Borough Council generally seeks to achieve a 75/25 split in favour of rented accommodation, with 25% made up of intermediate rent and shared ownership.
- Open space: To include level of provision, management and timing. This will be in the form of a commuted sum for future maintenance through a covenanted, long term, community management arrangement.
- Contribution towards the provision of additional educational facilities. Given falling school numbers and capacity in schools in the vicinity of the site, detailed discussions will need to take place with the County Council to determine whether this is appropriate.
- The provision of fire hydrants.
- Regard should be had to the County Council's guidance on the level of contributions usually required for youth and childcare facilities, libraries and schools, although this will be a matter for detailed discussions once the precise mix of unit sizes and types is agreed.
- Where appropriate the Highway Authority may seek contributions to promote sustainable transport measures/schemes.
- The scale of the development is unlikely to warrant any significant off-site highway improvements. If there are any, then these will be identified in the transport assessment and will be discussed with the County Council as Highways Authority.
- Improvements to the Nicky Line, appropriate to the scale of development proposed.

## **Buncefield and HSE Investigation**

There is currently a 190 metre consultation zone around the Buncefield Oil Depot. The development brief site does not fall within this consultation zone. However, it is recognised that changes may occur as a result of the Buncefield Investigation and any changes in the HSE's planning advice will be fully taken into account at all stages of the development process.



## 7. Further Information

Reference should be made to the various documents referred to throughout this Brief. Further discussions are likely to be necessary with statutory undertakers and utilities and other relevant contacts. Details of these can be obtained from Dacorum Borough Council. Key contacts at the Borough and County Council include:

### **Dacorum Borough Council**

Laura Wood, Development Plans Unit – 01442 228661

Simon Warner, Development Plans Unit – 01442 228566

Claire Covington, Parks and Open Spaces Manager -  
01442 228788

Kate Bowles, Housing Enabling Manager – 01442 228526

Suzy Donaldson, Housing Policy Officer – 01442 228586

Development Control – 01442 228376

Ruth Chapman, Trees and Woodlands – 01442 228665

### **Hertfordshire County Council**

County Archaeologist: Mr JG Smith, County Hall,  
Hertford, SG13 8DN

Highways design and layout: Vetti Vetticelu  
01992 556120

Passenger Transport: 01992 556765

Contributions towards local educational facilities,  
library provision and childcare facilities:  
Jacqueline Nixon 01992 588123

### **Key Documents**

National Government Guidance in the form of PPGs and PPSs;

Dacorum Borough Local Plan 1991 - 2011 (Adopted April 2004);

Dacorum Borough Council SPD 'Release of Local Plan Part II Housing Sites', July 2005;

Dacorum Local Plan Inquiry Inspector's Report, August 2002;

Dacorum Borough Council SPG 'Area Based Policies' and 'Environmental Guidelines', 2004;

Dacorum Borough Council SPDs Energy Efficiency and Conservation, Water Conservation;

Llewelyn Davies Urban Capacity Study for Dacorum BC, Three Rivers DC and Watford BC, January 2005

Dacorum Borough Council 'Social and Community Facilities Study, January 2006;

Dacorum Borough Council Urban Design Assessment, January 2006;

Hertfordshire Structure Plan Review 1991 - 2011 (Adopted April 1998); and

'Roads in Hertfordshire': a guide for new developments' Hertfordshire County Council (detailed Highways standards and guidance)



# Appendix A

## Planning Context

### National Planning Policy Guidance

The following National guidance is relevant:

- Planning Policy Statement 1: Delivering Sustainable Development (PPS1).
- Planning Policy Statement 3: Housing (PPS3).
- Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9).
- Planning Policy Guidance Note 13: Transport (PPG13).
- Planning Policy Guidance Note 16: Archaeology and Planning (PPG16).
- Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (PPG17).
- Planning Policy Guidance Note 25: Development and Flood Risk (PPG25).

Draft planning guidance such as Draft PPS3: Housing and Draft PPS25: Development and Flood Risk should also be considered.

**PPS1** sets out the broad principles of planning policy with the aim of delivering sustainable development through the land-use planning system. The concept of sustainability is fundamental and will be a key consideration in the preparation of the detailed design of the site.

**PPG3** sets out the need for the planning system to deliver high quality housing that is well designed and built to a high standard. It seeks to ensure that housing is developed in suitable locations which offer a range of community facilities with good access to jobs, key services and infrastructure. The PPS advises Local Planning Authorities (LPAs) to set out a range of densities across the plan area rather than one broad density range, although 30

*“Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.”*  
(PPS1, 2004)



dwellings per hectare net is to be used as a national indicative minimum. LPAs are advised that land should be used effectively and efficiently and should achieve a good mix and choice of housing.



***The Structure Plan seeks to ensure that all development makes a positive contribution to achieving sustainability aims and good design.***

**PPG13** seeks to integrate land use and transport planning. It sets out the principles of sustainability in terms of ‘reducing the need to travel’ by locating developments close to existing services and facilities and providing access to a variety of modes of transport as suitable and viable alternatives to the car.

**PPG16** sets out the importance of investigating and preserving any archaeological remains prior to development. **PPG17** sets out the importance of accessibility to existing and new open spaces from small children’s play space, to playing fields and country parks. **PPG25** provides guidance on the importance of assessing the flood risk associated with new development, including that associated with increased surface run off.

### **The Development Plan**

Under the new planning system the development plan comprises the approved Regional Spatial Strategy, RPG9 for the South East (March 2001) although this will be replaced by RSS14 for the East of England once this is approved. The following also form part of the development plan and set the relevant policy context for the site:

- Hertfordshire Structure Plan Review 1991 – 2011 (Adopted April 1998).
- Dacorum Borough Local Plan (1991 – 2011) (Adopted April 2004).

### **Hertfordshire Structure Plan Review 1991 - 2011 (Adopted April 1998)**

The Structure Plan sets the strategic development framework for the County. It seeks to ensure that all development makes a positive contribution to achieving the sustainability aims and objectives of the Plan, and emphasises that good design is essential to this. Policy 1 seeks to ensure that the policies in the Plan and in

Local Plans enable activities and development in Hertfordshire to be carried out consistently with the principles of sustainable development.

#### **Dacorum Borough Local Plan (1991 - 2011) (Adopted April 2004)**

Policy 1 of the Local Plan seeks to ensure that development in the Borough is consistent with the aims of the framework for sustainable development set out in Policy 1 of the Structure Plan. The Policy includes a requirement for applicants for planning permission to submit a sustainability statement as part of their application. Other key Local Plan policies are identified in the box on the right.

#### **Supplementary Planning Documents (SPD)**

In July 2005, the Council adopted SPD on the Release of Part II Housing Proposal Sites. The SPD seeks to phase the production of development briefs for the Part II sites. It splits the Local Plan phase of 2006 – 2011 into three tranches, with the Land South of Redbourn Road (H41) being identified in the first tranche.

Other key guidance of relevance includes the Council's Environmental Guidelines SPD and the Area Based Policy relating to North East Hemel Hempstead. The Council has also produced SPD on development in residential areas of Hemel Hempstead, which includes guidelines relating to the different character areas within the town.

In 2002 the Council adopted SPG on accessibility zones for the application of car parking standards. Other relevant SPG include those on energy efficiency and conservation and water conservation. The County Council has adopted SPG relating to the design and layout of roads in new development.

#### **Technical Studies**

In addition to the above SPD/SPG, regard should be had to the technical studies that have recently been completed or are currently being completed by the Borough Council. The Urban Nature Conservation Study, The Urban Design Assessment and Study of Social and Community Facilities are all of particular relevance to the proposed development.

The following Local Plan policies are also relevant to the development of the Redbourn Road site:

**Policy 11:** Quality of Development

**Policy 12:** Infrastructure Provision and Phasing

**Policy 13:** Planning Conditions and Planning Obligations

**Policy 21:** Density of Residential Development

**Policy 18:** The Size of New Dwellings

**Policy 20:** Affordable Housing

**Policy 49:** Transport Planning Strategy

**Policy 76:** Leisure Space in New Residential Developments

**Policy 99:** Preservation of Trees, Hedgerows and Woodlands

**Policy 118:** Important Archaeological Remains

**Policy 124:** Water Conservation and Sustainable Drainage Systems