

Hemel Garden Communities

Framework and Transformation Supplementary Planning Document

June 2026



Hemel
Garden
Communities

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Hemel Garden Communities (HGC) has an ambitious vision to create thriving new communities and neighbourhoods while transforming the existing town of Hemel Hempstead. Delivering this long-term vision across the HGC Programme Area begins with establishing robust policies and a design framework that guides future development in line with the HGC Spatial Vision, its core pillars and themes, and the principles set out in the HGC Charter.

The HGC Framework and Transformation Supplementary Planning Document (SPD) has been developed to support the creation of sustainable, well-connected neighbourhoods and places that contribute to the delivery of One Place. Through high-quality design, integrated infrastructure, and a strong focus on placemaking, the SPD promotes environments that encourage active lifestyles, wellbeing, and opportunities for play, enabling people of all ages to enjoy their surroundings and helping communities to flourish.

We are grateful to the many councillors, stakeholders, residents, and community groups who have contributed to the preparation of this guidance over several years. Through workshops, consultations, and surveys, their valuable insights have helped identify opportunities and constraints and have played a vital role in shaping the SPD.

We also extend our thanks to our Local Authority partners, Dacorum Borough Council, St Albans City and District Council and Hertfordshire County Council, for their continued support and collaboration.

As development proposals come forward, this SPD will help ensure the delivery of high-quality, sustainable, and well-connected places. It also provides detailed design guidance for key transformational projects, including the Nickey Line and the Green Loop. Together, these initiatives will support the continued evolution of Hemel Hempstead as a place where people can live, work, and thrive for generations to come.



Bob Lane

Bob Lane OBE

Independent Chair, Hemel Garden Communities Delivery Board



Figure 1 : Active and Sustainable Travel in the HGC Growth Areas (Illustrative only)

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HGC Framework & Transformation SPD

A1: Introduction

June 2026



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Document Status

The provisions of this Supplementary Planning Document will be applicable in St Albans District upon the adoption of statutory policies in the St Albans Local Plan, in relation to the allocation and development of Hemel Garden Communities, including Policies LG2, LG3 and H1 to H4.

The provisions of this Supplementary Planning Document will be applicable in Dacorum Borough upon the adoption of statutory policies in the Dacorum Borough Local Plan, in relation to the allocation and development of Hemel Garden Communities, including Policies HGC1, HGC2, HGC3, HGC4, HGC5 and associated site allocation policies.

1 What is the Hemel Garden Communities Programme?

Hemel Garden Communities (HGC) was awarded Garden Town status through the Government’s Garden Communities Programme in March 2019, following a successful bid including the [HGC Charter](#) developed in 2018 to set out the key principles for Hemel Hempstead.

Collaborating as a partnership the HGC Partners: St Albans City and District Council (SADC), Dacorum Borough Council (DBC), Hertfordshire County Council (HCC), Hertfordshire Futures (formerly Herts LEP) and Hertfordshire Innovation Quarter (Herts IQ), are working together to deliver the Programme, alongside stakeholders and landowners. A further study, the [Hemel Garden Communities Spatial Vision](#) set the shared vision and ambitions for the town in 2021.



Figure 2 : Transformed Neighbourhood Centre (Illustrative only)

2 About the HGC Framework & Transformation SPD

2.1 Using this document

What is a Supplementary Planning Document?

Supplementary Planning Documents (SPDs) add detail to policies contained in a Local Plan. They do not introduce new planning policy beyond the Local Plan or determine the use of land or allocate it to specific uses. The HGC Framework & Transformation (F&T) SPD is a guidance document and material consideration in planning decisions but does not form part of the statutory development plan.

Who should use this document?

This document is intended for use by anyone involved in planning applications within the HGC Programme Area. This includes by residents, developers, agents, architects, planning consultants, local authority officers, decision makers and others. It should be used to ensure key matters are taken into consideration in the planning and future development of the HGC Programme Area sites, including the preparation of Planning Applications and associated design codes.

Purpose

St Albans City and District Council and Dacorum Borough Council are progressing their respective Local Plans, which establish the strategic policy framework for the delivery of growth across the HGC Programme Area. The HGC F&T SPD has been prepared alongside the preparation of the Local Plans to provide supporting guidance as the relevant policies have evolved, and to guide development by establishing development principles to achieve a high level of design and quality of place, reflecting the status of Hemel Hempstead as a Garden Town.

The SPD provides guidance on the implementation of Local Plan policies, which are set out in the following pages.

It does not introduce new policy, repeat policy wording unnecessarily, or override the development plan; in the event of any perceived conflict, Local Plan policy takes precedence.

For applicants, the F&T SPD assists in understanding what is expected and how this can be delivered in practice. For the Local Planning Authorities, it provides clarity to support consistent decision-making and the practical application of Local Plan policies in the determination of planning applications.

Role

The HGC Framework & Transformation SPD is intended to provide additional guidance to support high quality, coordinated outcomes across the HGC Programme Area.

The SPD will inform the Councils' pre-application services and assist in the determination of planning applications.

This SPD sets out an end state vision for places, movement, infrastructure and landscape rather than a fixed or predetermined solution. It is recognised that detailed design, technical assessment and viability testing will refine proposals over time.

This SPD seeks to avoid internal contradictions. However, it is acknowledged that some tensions or apparent conflicts within the guidance may only become evident at the detailed design stage.

How has this document been prepared?

This document has been prepared and adopted by St Albans City and District Council and Dacorum Borough Council, in accordance with each Council's respective Local Plan, and the guidance and policies particularly related to HGC.

The document has been informed by consultation with key stakeholders and the local community. Further information is set out within the accompanying consultation statement.

The requirements for producing SPDs are set out in Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012, and this SPD has been prepared in accordance with the Regulations.

Dacorum Borough Council: Status and Weight in Decision-making

The HGC F&T SPD has been prepared in the context of the Dacorum Borough Council Local Plan to 2041. The adopted F&T SPD will be a material consideration in the determination of planning applications within the HGC Programme Area within Dacorum Borough. This SPD will also be used in discussions with the Authorities, including through pre-application discussions.

The provisions of this Supplementary Planning Document will be applicable in Dacorum Borough upon the adoption of statutory policies in the Dacorum Borough Local Plan, in relation to the allocation and development of Hemel Garden Communities, including Policies HGC1, HGC2, HGC3, HGC4, HGC5 and associated site allocation policies.

St Albans City & District Council: Status and Weight in Decision-making

The HGC F&T SPD has been prepared in the context of the St Albans City and District Council Local Plan to 2041. The adopted F&T SPD will be a material consideration in the determination of planning applications within the HGC Programme Area within St Albans District. This SPD will also be used in discussions with the Authorities, including through pre-application discussions.

The provisions of this Supplementary Planning Document will be applicable in St Albans District upon the adoption of statutory policies in the St Albans Local Plan, in relation to the allocation and development of Hemel Garden Communities, including Policies LG2, LG3 and H1 to H4.

Using this document - Continued

Responding to the HGC Framework & Transformation SPD

Applicants and the Authorities will work collaboratively to apply the SPD in the planning and delivery of development.

To respond to this SPD, Applicants are expected to refer to and complete the Applicant's checklist (Appendix 2) as part of the planning process, including through pre-planning discussions and through a Pre-Application Agreement process, where appropriate.

'Comply or Justify' principle

This SPD provides guidance to support the application of relevant Local Plan policies. Applicants are expected to demonstrate how their proposals respond to this guidance on a 'comply or justify' basis by either:

- Demonstrating how the proposal complies with the guidance; or
- Explaining clearly why an alternative approach is proposed and how that approach continues to meet the relevant Local Plan policies and the objectives of this SPD.

Applicants should respond in a proportionate manner to the scale of development. As a general rule, larger or more complex sites will be expected to address a wider range of issues in greater detail.

Flexibility and long-term delivery

The guidance within this document is adaptable to allow development to respond to changing circumstances such as housing market conditions, infrastructure requirements, building costs and affordability.

It does not set out a rigid and prescriptive blueprint for the development, but establishes key principles to guide design and development, in accordance with the Local Plan policies. The SPD does not impose unnecessary financial burdens.

Illustrative Material

All figures, diagrams and examples in this SPD are illustrative. They do not fix alignments, layouts, materials or design solutions and should not be read as prescriptive. Proposals will be assessed on how they meet policy objectives rather than their conformity with illustrative diagrams.

Key Guidance

The document uses colour-coded boxes to clearly distinguish different types of guidance. Red boxes identify 'must' statements and yellow boxes identify 'should' statements, and particular regard should be had to these elements when preparing and assessing proposals, as they highlight the key guidance within the SPD.

These boxes categorise the guidance into 'musts' and 'shoulds':

Musts:

'Must' is used where the guidance reflects or directly supports the intent of the Local Plan policy framework or other statutory provisions. Applicants are expected to follow this guidance unless it can be clearly demonstrated, through appropriate evidence, that an alternative approach achieves the same or better policy outcomes. All 'must' statements will be expected to be applied proportionately and read alongside the relevant Local Plan policies.

Shoulds:

'Should' indicates a strong recommendation representing good practice in delivering policy-aligned development. Applicants are encouraged to follow this guidance wherever possible. Alternative approaches may be acceptable where it is clearly demonstrated that the relevant Local Plan policy outcomes are still achieved.

2.2 Document Structure

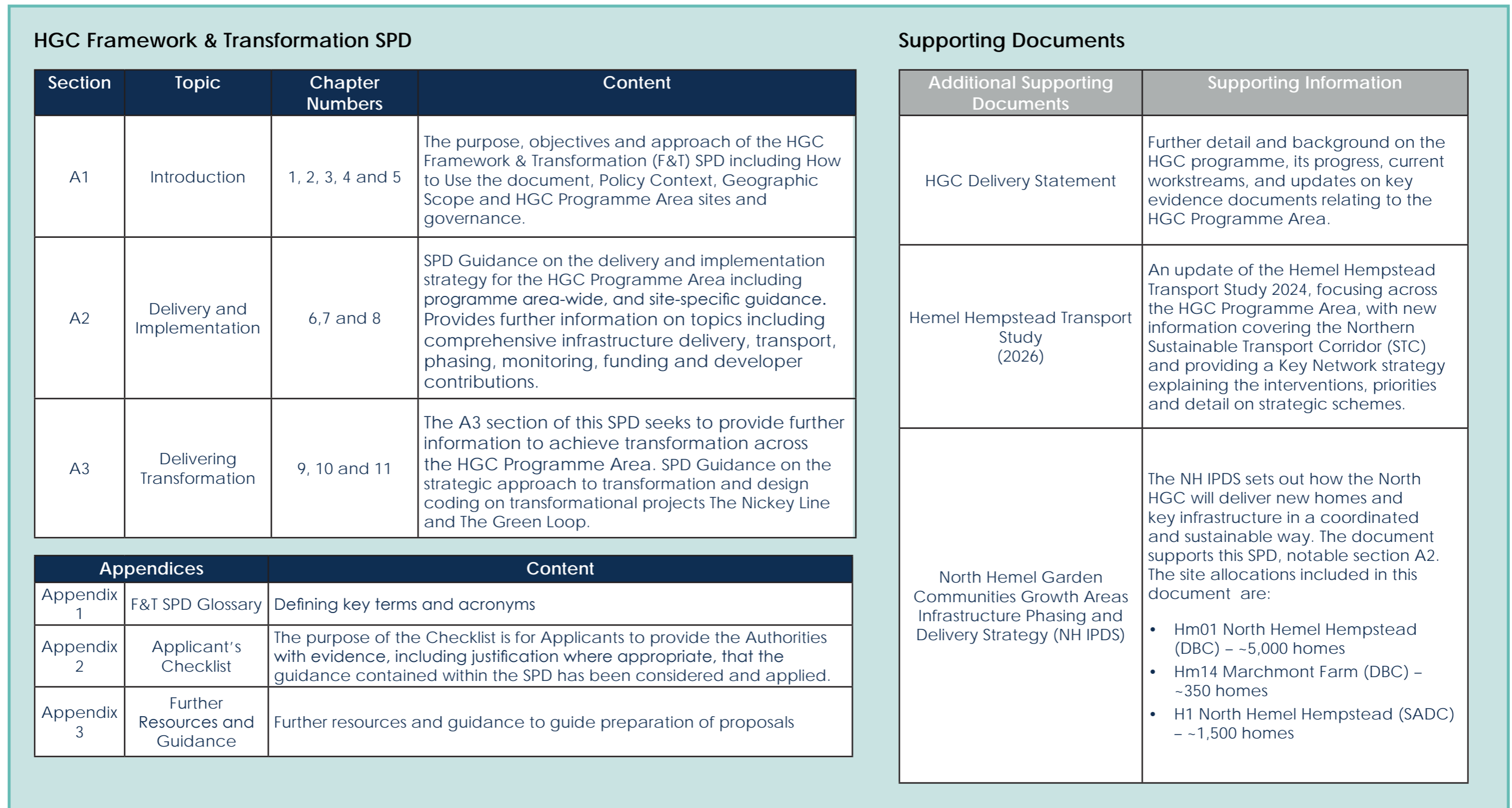


Figure 3 : HGC Framework & Transformation SPD Structure

2.3 Geographic Scope

Where does the SPD apply?

The HGC F&T SPD applies to the HGC Programme Area (Figure 4) which includes Hemel Hempstead site allocations identified in the DBC Local Plan and the HGC Growth Area sites identified in the SADC Local Plan. The SPD would also apply to windfall sites within the HGC Programme Area.

HGC Programme Area

The HGC Programme Area includes a number of Local Plan sites across DBC and 4 sites within SADC administrative area.

The HGC Programme Area sites have different opportunities, challenges and delivery requirements, which the following section will set out.

The HGC Programme Area sites, shown in HGC Programme Area Map (Figure 4), have been categorised into Growth Areas, Strategic Sites, Town Centre and Two Waters Opportunity Area sites and Other HGC Programme Area Sites including windfall development. The HGC Programme Area sites, and categories, are as follows:

Growth Areas

The HGC Growth Areas, to the North and East of Hemel Hempstead are:

- Hm01 North Hemel Hempstead - Within Dacorum Borough Council 5,000 homes (1,500 homes to 2041, 3,500 homes post 2041)
- H1 North Hemel Hempstead (SADC) – 1,500 homes
- H2 East Hemel Hempstead North (SADC) – 1,600 homes
- H3 East Hemel Hempstead Central (SADC) - 53 ha of Employment Land
- H4 East Hemel Hempstead South (SADC) - 2,400 homes

Strategic Sites

Strategic Sites are developments of large scale, approximately 500+ homes which are beyond the Growth Areas in the wider HGC Programme Area. The Strategic Sites are:

- Hm11 Land at Shendish Manor and Fairfields (500 homes)
- Hm13 Polehanger Lane (750 homes)

Town Centre Opportunity Area

The Town Centre Opportunity Area includes sites:

- Hm02 Civic Centre (200 homes)
- Hm03 Hemel Hempstead Hospital (450 homes)
- Hm04 Paradise (350 homes)
- Hm05 Market Square (integrated health campus)
- Hm06 Riverside (500 homes)

Two Waters Opportunity Area

The Two Waters Opportunity Area sites include:

- Hm07 – Symbio Site, Whiteleaf Road (100 homes)
- Hm08 – Hemel Hempstead Station Gateway (390 homes)
- Hm09 - National Grid and 338-353 London Road (480 homes)
- Hm10 - Apsley Mills Retail Park (500 homes)

Other HGC Programme Area Sites

Sites that do not fall within the HGC Growth Areas; Strategic Sites; Town Centre & Two Waters Opportunity Areas are classed as other HGC Programme Area Sites. This includes the other DBC Local Plan allocations, sites from Neighbourhood Plans, as well as windfall development in the HGC Programme Area:

- Hm14 – Marchmont Farm (350 homes)
- Hm15 – Old Town (90 homes)
- Hm16 – Westwick Row (80 homes)
- Hm17 – Jarman Park (Retail)
- Grovehill Neighbourhood Plan Site (200 homes)
- Windfall Development in the HGC Programme Area (around 2,380 homes)

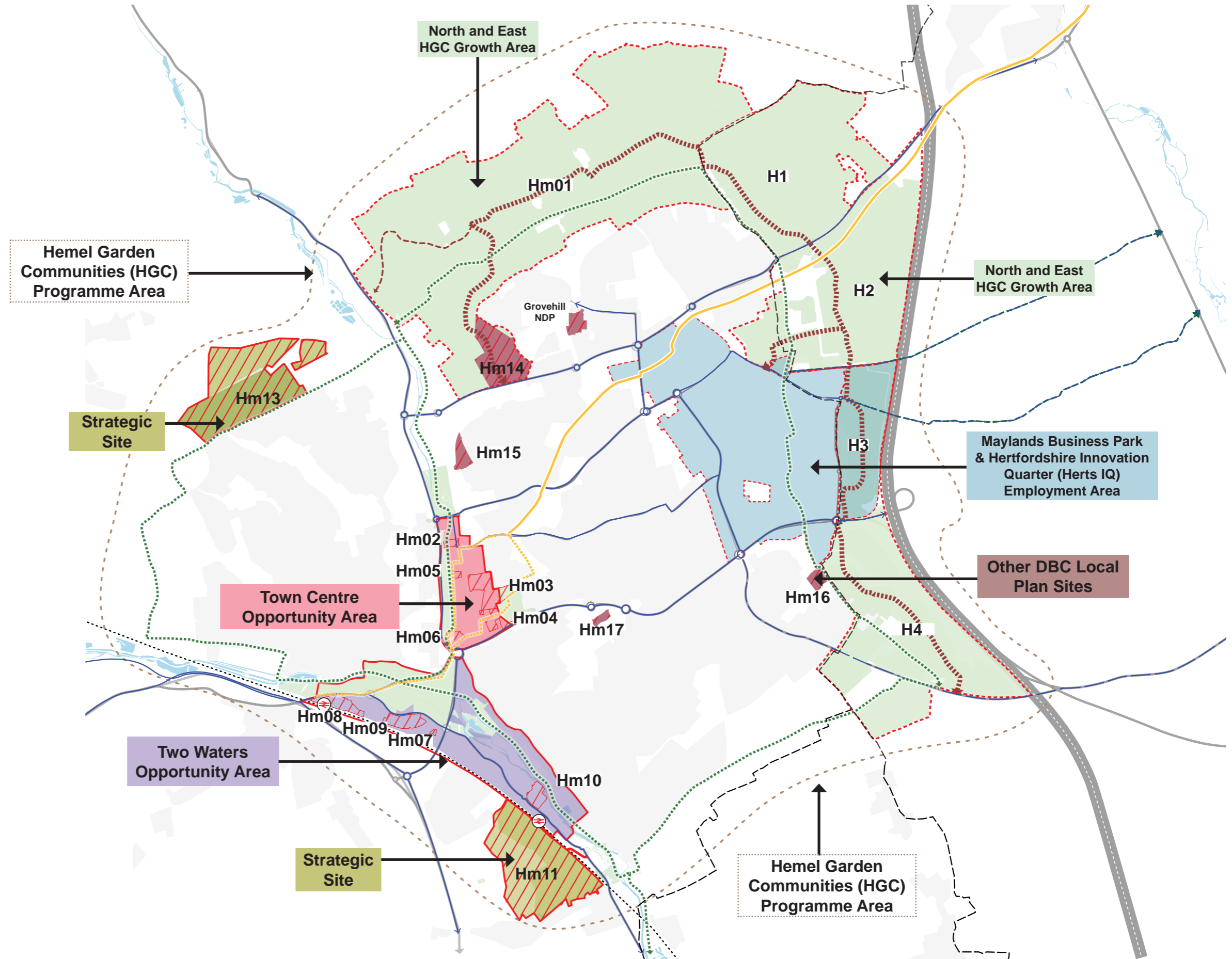
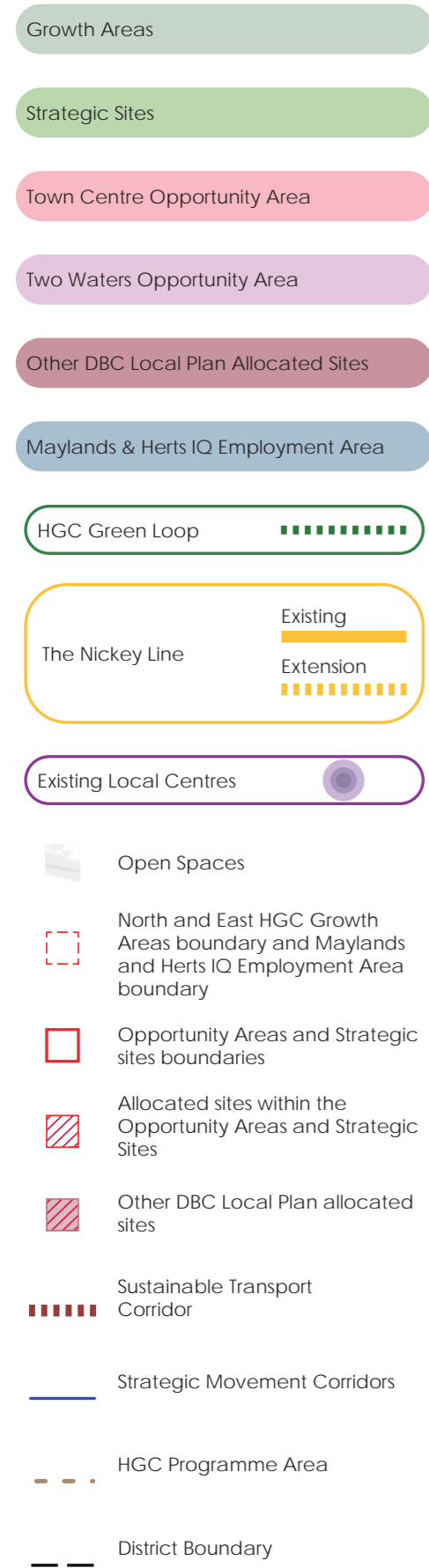


Figure 4 : HGC Programme Area Map with sites

3 Policy Context

Hemel Garden Communities will be delivered over a long period of time, during which planning policies and guidance are likely to be updated. This SPD therefore should be read alongside the most up-to-date Local Plan and other up-to-date planning policy guidance. Particular regard should be given to the latest HGC Evidence Library.

Figure 5, Figure 6 and Figure 7 set out the policy context for the HGC Framework & Transformation SPD. This includes the National Planning Policy Framework (NPPF) and relevant planning practice guidance, including Design: process and tools and the National Design Guide, the National Model Design Code and the St Albans City and District Local Plan or Dacorum Borough Local Plan. Guidance including the HGC Evidence Library documents, wider evidence and Hertfordshire County Council guidance should also be taken into account (See Figure 8).

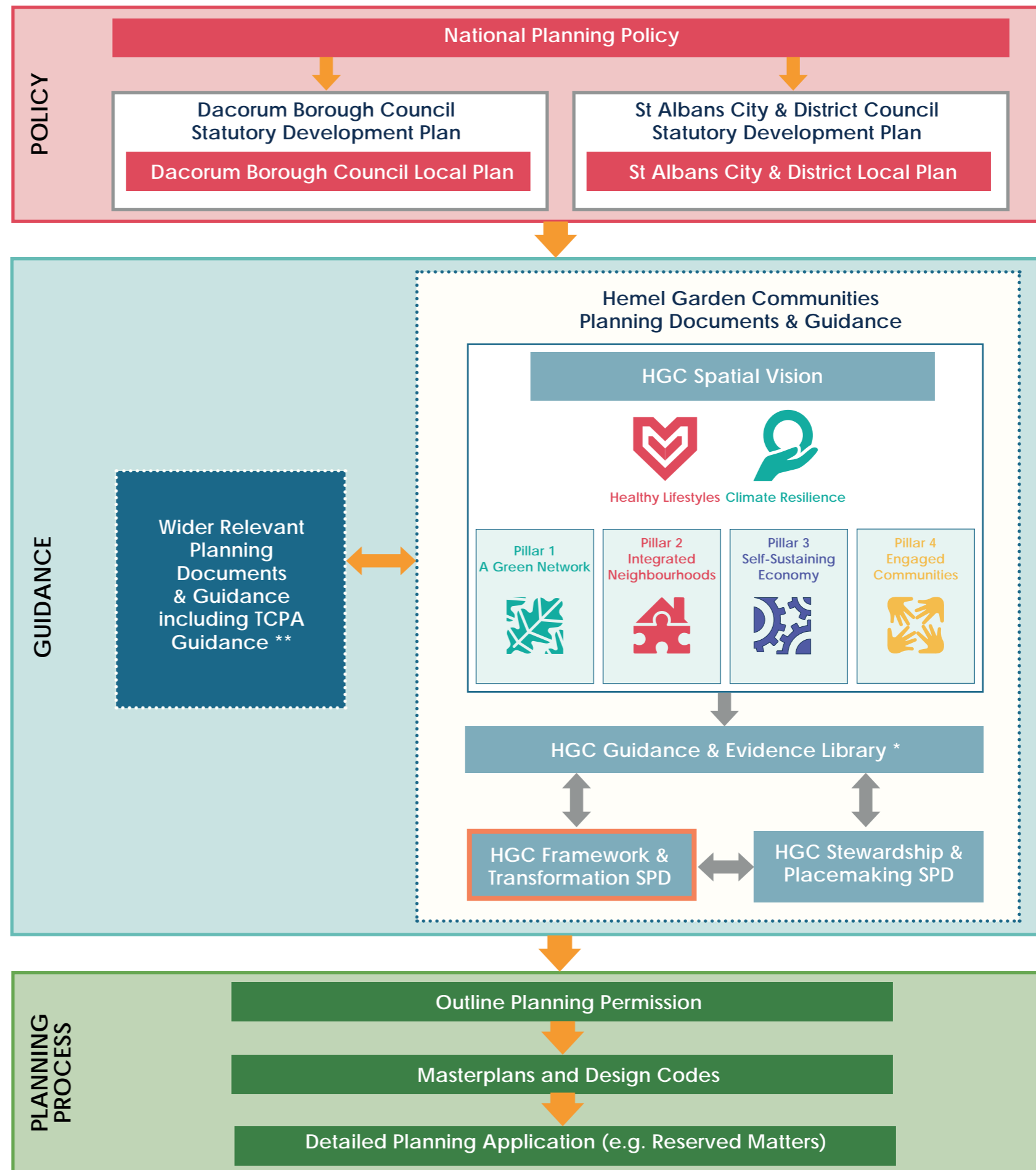


Figure 5: HGC F&T SPD in Policy and Planning Context

* = The HGC Guidance & Evidence Library is set out in Figure 7

** = Some of the wider relevant planning documents and guidance are set out in the following pages

The HGC F&T SPD should be read alongside the relevant and up-to-date planning policy and evidence.

Policy Context - Continued

3.1 National Planning Policy Context

At the national level, the NPPF emphasises the importance of achieving sustainable development through the delivery of well-designed places, the coordinated provision of infrastructure, and the effective use of planning tools to support comprehensive development. The NPPF recognises the role of Supplementary Planning Documents in providing further guidance to support the implementation of Local Plan policies, particularly where strategic growth requires coordination across multiple sites, landowners and infrastructure providers.

National planning guidance also places a strong emphasis on high-quality placemaking and design-led development. The National Design Guide, National Model Design Code and associated Planning Practice Guidance highlight the importance of using design codes and delivery frameworks to achieve coherent, inclusive and distinctive places, and to ensure that infrastructure, movement, green infrastructure and built form are planned together from the outset. This SPD responds directly to this national policy direction by providing a coordinated delivery and transformation framework for HGC.

3.2 Local Planning Policy Context

This SPD primarily provides further information and guidance to support the implementation of the SADC Local Plan policies and DBC Local Plan policies related to the allocation and development of HGC. The HGC F&T SPD establishes development principles to achieve a high level of design and quality of place, reflecting the status of Hemel Hempstead as a Garden Town.

The Key HGC Policies are set out in the following pages in Figures 6 and 7. Wider Local Plan policies and Neighbourhood Plans are also relevant to this SPD and are also included in Figure 6 and Figure 7.

Applicants should have regard to other relevant SPDs and guidance documents, as well as the HGC Evidence Library which supports the policies, which are set out in Figure 8.

3.3 Hertfordshire County Council (HCC): Planning Context

HCC as the Highway Authority and a key provider of strategic infrastructure including Education, Adult and Care and waste services, plays a central role in enabling and supporting growth across the County. HCC's policy framework recognises that sustainable development must be underpinned by the timely provision of infrastructure, planned and delivered in parallel with growth rather than as a consequence of it.

The Hertfordshire Local Transport Plan 4 (LTP4) sets out the strategic transport objectives for the county, including supporting sustainable growth, enabling mode shift to walking, cycling and public transport, reducing carbon emissions, and improving health, wellbeing and connectivity.

3.4 Policy Context: Dacorum Borough Council

The DBC Local Plan to 2041 identifies HGC as a key component of its growth strategy, making a significant contribution to delivering the Plan's housing and employment objectives through a coordinated, programme-led approach to development.

The Key Local Plan Policies surrounding HGC have been developed in collaboration with the SADC and DBC Local Plans teams and the HGC Programme team. The HGC policies (HGC1, HGC2) have been developed to be mirrored within the SADC and DBC Local Plans. Policies HGC1, HGC2, HGC3, HGC4 and HGC5 have been developed within the context of the HGC Programme Area and the growth being considered, as well as the transformation aims for the existing town of Hemel Hempstead. Other relevant DBC Local Plan policies related to this SPD and to the delivery of homes and infrastructure are set out on this page. The Grovehill and Great Gaddesden Neighbourhood Plans are also relevant.

Applicants should have regard to other relevant guidance including the listed guidance (Figure 7) and guidance referenced in this SPD, which will also be a material consideration in determining planning applications.

DBC Policy: Other Relevant Policies to this SPD*

- SS1 - Spatial Strategy for Growth
- NE1 - Landscape Character and Chilterns National Landscape
- NE8 - Canalside Environment
- D1-Delivering High Quality Design
- Policy D2 - Density and Height of Development
- TC1- Transport and Movement
- TC2 - Walking and Cycling
- TC3 - Passenger Transport
- TC5 - Travel Plans
- HC7 - Community Stewardship and Management
- ID1- Delivering the Infrastructure to Support Growth
- SA1 - Allocated Sites

DBC POLICY SUMMARY

DBC Policy: Key Hemel Garden Communities Policies

Strategic Policy HGC1 - Transformation of Hemel Hempstead sets out housing targets (relevant to each District) and the need for development to be planned in accordance with the HGC Spatial Vision and Charter using the four 'pillars' (Green network, Integrated neighbourhoods, Self-sustaining economy, and Engaged Communities).

Strategic Policy HGC2 - Hemel Garden Communities Place Principles establishes a series of place principles, under the four key pillars from the HGC Spatial Vision, to enable the delivery of growth and transformation. This policy includes a number of targets such as green infrastructure provision, active travel modal shift targets, urban design standards, employment mix, infrastructure delivery, and the requirements for masterplans and design codes. DBC Policy HGC2 is two-fold, outlining place principles for the DBC Growth Area Hm01, and separately for the other DBC sites within the HGC Programme Area.

Strategic Policy HGC3 - Town Centre Opportunity Area supports the transformation of Hemel Hempstead Town Centre as a mixed-use opportunity area, promoting housing, employment, retail, leisure and cultural uses alongside public realm, transport and accessibility improvements.

Strategic Policy HGC4 - Two Waters Opportunity Area promotes regeneration of the Two Waters area as a sustainable mixed-use quarter, delivering employment-led development, new homes, infrastructure, and enhanced connectivity, particularly around the canal corridor and transport assets.

Strategic Policy HGC5 - Maylands Opportunity Area supports the continued evolution of Maylands Business Park as a strategic employment area, enabling renewal, intensification and diversification of uses to support economic growth, job creation and improved environmental quality.

DBC Policy: HGC Site Allocations

- Hm01 - North Hemel Hempstead
- Hm02 Civic Centre (200 homes)
- Hm03 Hemel Hempstead Hospital (450 homes)
- Hm04 Paradise (350 homes)
- Hm05 Market Square (integrated health campus)
- Hm06 Riverside (500 homes)
- Hm07 – Symbio Site, Whiteleaf Road (100 homes)
- Hm08 – Hemel Hempstead Station Gateway (390 homes)
- Hm09 - National Grid and 338-353 London Road (480 homes)
- Hm10 - Apsley Mills Retail Park (500 homes)
- Hm11 Land at Shendish Manor and Fairfields (500 homes)
- Hm13 Polehanger Lane (750 homes)
- Hm14 – Marchmont Farm (350 homes)
- Hm15 – Old Town (90 homes)
- Hm16 – Westwick Row (80 homes)
- Hm17 – Jarman Park (Retail)
- Grovehill Neighbourhood Plan Site (200 homes)

DBC Policy: Relevant Neighbourhood Plan

- Grovehill Neighbourhood Plan
- Great Gaddesden Neighbourhood Plan

Figure 6 : Relevant Policy Context for DBC.

*Note: This is not an exhaustive list. The HGC F&T SPD should be read alongside the relevant and up to date planning policy and evidence.

3.5 Policy Context: St Albans City and District Council

The St Albans City and District Council Local Plan to 2041 identifies HGC as a key component of its growth strategy, making a significant contribution to delivering the Plan’s housing and employment objectives through a coordinated, programme-led approach to development. This SPD does not create new planning policy requirements, but provides further information to the Local Plan policies.

The Key Local Plan Policies surrounding HGC have been developed in collaboration with the SADC and DBC Local Plans teams and the HGC Programme team. The HGC policies (LG2 and LG3) have been developed to be mirrored within the SADC and DBC Local Plans and have been developed within the context of the HGC Programme Area and the growth being considered, as well as the transformation aims for the existing town of Hemel Hempstead.

The SADC Local Plan allocates the following sites within the HGC Programme Area: North Hemel Hempstead (H1); East Hemel Hempstead (North)(H2); East Hemel Hempstead (Central) (H3); and East Hemel Hempstead (South) (H4). This HGC F&T SPD provides further information to applicants for these sites, within the HGC Programme Area.

Other relevant SADC Local Plan policies to this SPD, and related to the delivery of homes and infrastructure are listed in Figure 7, as well as the Redbourn Neighbourhood Plan. Applicants should have regard to other relevant guidance including the listed guidance (Figure 8) and guidance referenced in this SPD, which will also be a material consideration in determining planning applications.

SADC POLICY SUMMARY

SADC Policy: Key HGC Policies

Policy LG2 - Support for Transformation of Hemel Hempstead

sets out housing targets (relevant to each District), jobs target, and the need for development to be planned in accordance with the HGC Spatial Vision and Charter using the four ‘pillars’ (Green network, Integrated neighbourhoods, Self-sustaining economy, and Engaged Communities).

Policy LG3 - Hemel Garden Communities Growth Areas

Place Principles establishes a series of place principles, under the four key pillars from the HGC Spatial Vision, to enable the delivery of growth and transformation. This policy includes a number of targets such as green infrastructure provision, active travel modal shift targets, urban design standards, employment mix, infrastructure delivery, and the requirements for masterplans and design codes.

SADC Policy: HGC Site Allocations

- H1 - North Hemel Hempstead
- H2 - East Hemel Hempstead (North)
- H3 - East Hemel Hempstead (Central)
- H4 - East Hemel Hempstead (South)

SADC Policy: Other Relevant Policies to this SPD*

- LG1 – Strategic Allocations
- EMP4 – Hertfordshire Innovation Quarter (Herts IQ)
- Strategic Policy SP7 - Community Infrastructure
- Strategic Policy SP8 - Transport Strategy
- TRA1 – Transport Considerations for New Development
- TRA2 – Major Transport Schemes
- Strategic Policy SP10 – Natural Environment, Biodiversity and Green and Blue Infrastructure
- Strategic Policy SP12 – High Quality Design
- Strategic Policy SP14 – Delivery of Infrastructure
- IMP1 – Additional Infrastructure Requirements for Strategic Scale Development

SADC Policy: Relevant Neighbourhood Plan

- Redbourn Neighbourhood Plan

Figure 7 : Relevant Policy Context for SADC.

* Note: This is not an exhaustive list.

The HGC F&T SPD should be read alongside the relevant and up to date planning policy and evidence.

3.6 Guidance and Evidence Library

The HGC Programme is underpinned by a comprehensive evidence base and will be a material consideration in planning applications.

Applicants should have regard to the evidence and guidance documents in a manner proportionate to the scale of proposed development. Further background information on the different HGC project workstreams and evidence is set out in the [HGC Delivery Statement](#).

Work associated with the HGC Programme continues to progress, notably regarding transport and delivery of projects workstreams. Therefore, this list will be subject to review and update.

Due regard should be given to wider guidance documents, including relevant LPA documents, and HCC documents. The documents listed are not an exhaustive list, and will be subject to review and update. Through pre-application discussions including where appropriate through PPAs, Applicants will work with the Authorities to agree which documents, evidence and supporting material are required for their proposals, proportionate to the scale and nature of development.

Appendix 3 Further Resources and Guidance provides further resources for developing proposals.

FURTHER RELEVANT GUIDANCE

HGC Guidance & Evidence Library:

- HGC Charter (2018)
- HGC Spatial Vision (2021) and associated Spatial Pillars
- HGC Framework Plan suite of evidence documents including: Framework Plan Story; Framework Plan Evidence Documents and HGC Framework Concept Plan
- HGC Infrastructure Delivery Plan to 2050
- North HGC Growth Areas Infrastructure Phasing and Delivery Strategy (June 2026)
- HGC Transport Vision & Strategy to 2050 (2025)
- Hemel Hempstead Transport Study (2026) including Appendix C: Sustainable Transport Corridor for HGC Growth Areas
- Hemel Hempstead Modal Shift Study (2023)
- HGC Nickey Line Vision & Strategy (2025)
- HGC Health & Wellbeing Strategy (2025)
- HGC Green Infrastructure Strategy (2024)
- North Hemel Landscape Study Main Report (2024)
- Hemel Hempstead Historic Study Report (2023)
- HGC Heritage Impact Assessment (2024)
- HGC Socio-economic and Demography Study (2024)
- Higher Education and Research Opportunities (2024)
- HGC Delivery Statement (2026, and subject to annual updates)
- HGC Stewardship & Placemaking SPD (2026)
- HGC Framework & Transformation SPD (2026)

Hertfordshire County Council Guidance:

- HCC Highways Place and Movement Planning and Design Guidance (P&MPDG)
- HCC Service Provision and Place-Making Guide (SP&PMG)
- HCC Developer Contributions Guidance
- Hertfordshire Local Recovery Nature Strategy
- Hertfordshire Healthy and Safe Places Framework

DBC Wider Guidance:

- DBC Infrastructure Delivery Plan
- Transport Modelling including COMET modelling
- DBC Local Cycling Walking Infrastructure Plan (LCWIP)
- Hemel Hempstead Town Centre Vision
- Hemel Place Strategy
- Hemel Hempstead Town Centre Masterplan (Emerging - 2026)
- Two Waters Masterplan Document
- Paradise Design Code SPD
- Maylands Masterplan
- Interim Affordable Housing SPD
- Parking Standards SPD
- Dacorum Strategic Design Guide SPD

SADC Wider Guidance:

- Strategic Sites Design Guidance
- SADC Infrastructure Delivery Plan
- Transport Modelling including COMET modelling
- SADC Local Cycling Walking Infrastructure Plan (LCWIP)
- Maylands Masterplan

Figure 8 : Further Relevant Guidance

Note: This is not an exhaustive list. The HGC F&T SPD should be read alongside the relevant and up to date planning policy and evidence.

4 HGC Framework & Transformation SPD objectives

The HGC F&T SPD objectives (Figure 9) have been developed to guide this SPD. These objectives build directly upon the Local Plan policies and the HGC Spatial Vision. The relationship between these aspects is set out within Figure 9. The SPD Objectives have also been aligned with the HGC Stewardship and Placemaking (S&P) SPD to provide a consistent and coherent approach. Development proposals within the HGC Programme Area are expected to demonstrate how they respond to and support both the HGC F&T SPD objectives and the HGC S&P SPD objectives.

The objectives will help facilitate a more equitable approach to One Place and programme delivery as well as community development for developers, which will be enabled in the long-term by the partners' strong HGC governance approach across the HGC Programme Area.

Proposals that demonstrate alignment with these SPD objectives will be well placed to support the delivery of the Local Plan policies and the wider HGC Spatial Vision.

1. One Place:

To deliver Hemel Garden Communities as a coherent place through a One Place delivery approach that enables the comprehensive delivery of homes and infrastructure as well as transformation across the HGC Programme Area.

The One Place SPD objective seeks to ensure HGC is delivered as a coherent place through a long-term One Place partnership approach, supporting transformation across the HGC Programme Area.

The One Place approach will be delivered through high-quality places, social inclusion (See the HGC Stewardship & Placemaking SPD), and the coordinated and effective delivery of development, infrastructure and funding (See A2 Delivery & Implementation section).

A3 Delivering Transformation section of this SPD sets out how the One Place approach will enable transformation across the HGC Programme Area. This includes transformative impacts, including sustainable behaviour changes, transport mode share shift, social inclusion, biodiversity net gain, climate resilience and healthier lifestyles.

2. Governance:

To ensure delivery is supported by a resilient, transparent and adaptable governance structure, that is led by the HGC Partners' shared vision for placemaking, delivery and implementation.

The Governance objective seeks to ensure that delivery is supported by a transparent, adaptable and resilient governance structure, led by the HGC Partner's shared vision for placemaking, delivery and implementation.

Further information on the HGC Governance is set out overleaf and illustrated in Figure 10. Applicants should engage early and collaboratively and support coordinated delivery and implementation across the HGC Programme Area, through the appropriate forums and/or mechanisms.

3. Placemaking:

To deliver high-quality, integrated and inclusive places through coordinated masterplanning and design-led development.

The Placemaking objective seeks to deliver inclusive, integrated neighbourhoods connected by a green network, and thoughtfully designed places with engaged communities. This is all underpinned by digital connectivity, a self-sustaining economy and pioneering green technology driven by Hertfordshire Innovation Quarter.

Further strategic design guidance in support of the placemaking objective for the HGC Programme Area sites is being developed and will be published separately as future guidance in support of the Local Plan policies.

The Placemaking objective is also included in the HGC Stewardship and Placemaking SPD, which focuses on the creation of cohesive and inclusive communities. DBC and SADC are fortunate to have a wealth of local community organisations and stewardship bodies to support the HGC stewardship approach and enable the placemaking objective.

Developers are encouraged to engage meaningfully and in placemaking activities with existing and new communities to help shape and create the new development and communities. The HGC S&P SPD should be read alongside this document.

HGC Framework & Transformation SPD Objectives - Continued

HGC Framework & Transformation SPD - Objectives			
HGC Framework & Transformation SPD Objectives	Local Plan Policy Reference	HGC Spatial Vision & Pillars links	Relevant part of the F&T SPD and HGC Evidence Library
<p>One Place:</p> <p><i>To deliver Hemel Garden Communities as a coherent place through a One Place delivery approach that enables the comprehensive delivery of homes and infrastructure as well as transformation across the HGC Programme Area.</i></p>	<p>Key DBC Policies: HGC1,HGC2, HGC3, HGC4, HGC5</p> <p>Key SADC Policies: LG2 and LG3</p>	<p>A Green Network</p> <p>Integrated Neighbourhoods</p> <p>Self-Sustaining Economy</p> <p>Engaged Communities</p>	<p>A1 Introduction</p> <p>A2 Delivery & Implementation</p> <p>A3 Delivering Transformation</p>
<p>Governance:</p> <p><i>To ensure delivery is supported by a resilient, transparent and adaptable governance structure, that is led by the HGC Partners' shared vision for placemaking, delivery and implementation.</i></p>	<p>Key DBC Policies: HGC1 and HGC2</p> <p>Key SADC Policies: LG2 and LG3</p>	<p>Overarching Vision</p>	<p>A1 Introduction</p> <p>A2 Delivery & Implementation</p> <p>A3 Delivering Transformation</p>
<p>Placemaking:</p> <p><i>To deliver high-quality, integrated and inclusive places through coordinated masterplanning and design-led development.</i></p>	<p>Key DBC Policies: HGC1,HGC2, HGC3, HGC4, HGC5</p> <p>Key SADC Policies: LG2 and LG3</p>	<p>Engaged Communities</p>	<p>HGC Evidence Library</p> <p><i>Further strategic design guidance in support of the placemaking objective for the HGC Programme Area sites is being developed and will be published separately as future guidance in support of the Local Plan policies for the Growth Areas, Strategic Sites, Town Centre Opportunity Area Two Waters Opportunity Area and Other Programme Area Sites</i></p>

Figure 9 : HGC Framework & Transformation Objectives

5 Governance

Governance and decision-making

The HGC Programme operates as a programme based partnership bringing together the relevant Local Authorities and delivery partners to coordinate and support the planned growth across the HGC Programme Area.

HGC operates in a coordinating, advisory capacity and does not hold any statutory decision-making or planning powers. All formal planning functions, including decision-making on planning applications and the exercise of enforcement powers, remain solely with the respective Local Planning Authorities (LPAs).

This SPD does not imply or create any delegated authority or approval role for HGC. Clear distinction is maintained throughout this SPD between the coordinating role of the HGC partnership and the statutory responsibilities of the LPAs, ensuring transparency and certainty in governance and decision-making.

Where governance related matters are referenced, these are intended to inform how LPAs may secure coordination, delivery and oversight through their own statutory powers and appropriate mechanisms.

HGC Governance Structure

The HGC Programme has a formal governance structure which includes representatives from key Authorities and Partners. It is essential to have clear structures and processes for making decisions. This is to ensure there is accountability, transparency and responsiveness as the HGC Programme progresses. The HGC Governance structure is set out in Figure 10 overleaf.

Local Government Reorganisation

Local Government Reorganisation may occur in the coming years, and the Authorities could transition to a unitary authority model, resulting in all services coming under one authority. Any such changes will be reflected in future updates to this SPD to ensure roles and responsibilities remain clear and effective.

HGC Partners



As a demonstration of the commitment to the HGC Programme, the HGC Partners first agreed and approved a Memorandum of Understanding (MoU) in 2020, alongside a revised governance structure. The HGC MoU provides a high-level commitment to collaborate on strategic issues. This MoU has been regularly updated to reflect the ongoing work of the HGC Partners. The Partner Steering Group meets on a 6-weekly basis.

Stakeholders



The partners are supported by stakeholders. Included in this group are individuals, groups, organisations or businesses that have a particular interest in the development of HGC. This includes relevant specific stakeholders as well as statutory consultees, as derived from national legislation and defined in the Local Authorities' Statement of Community Involvement (SCI).

The Crown Estate and other strategic landowners, Homes England, as well as National Highways, are examples of stakeholders, whose involvement is key to the delivery of the HGC Programme and are among those represented in the HGC Stakeholder Steering Group, as part of the governance structure. The HGC Stakeholder Steering group meets on a 6-weekly basis.

HGC Delivery Board

HGC Delivery Board leads on work related to the programme and has an independent chair. Key Elected Members, representing the three Local Authorities and Chief Officers sit on the Delivery Board and steer the programme. The HGC Delivery Board provides strategic oversight of the programme, setting shared priorities and facilitating collaboration between partners, but it does not make planning decisions.

Councillor Review Group

The primary route for councillor engagement is via the HGC Councillor Review Group, which is a wider forum of Members that have been selected to provide valuable input and shape the programme, including Lead members for their respective Local Authorities.

HGC Programme Team

The HGC Programme Team is led by the Programme Director and oversees the day-to-day requirements. The HGC Programme team is made up of officers from the three Authorities. Further details of the roles entailed is set out in the HGC Delivery Statement document.

Sub-Groups

The work of the HGC Programme Team is supported by sub-groups, which support the delivery and coordination of the HGC Programme and are focused on different aspects. These include the HGC Transport sub-group and the HGC Communications and Engagement sub-group.

The membership of the HGC sub-groups comprise of officer representatives from across the HGC partners and wider, relevant stakeholders. The sub-groups are regularly reviewed and will respond and change over time to meet the needs of the HGC Programme.

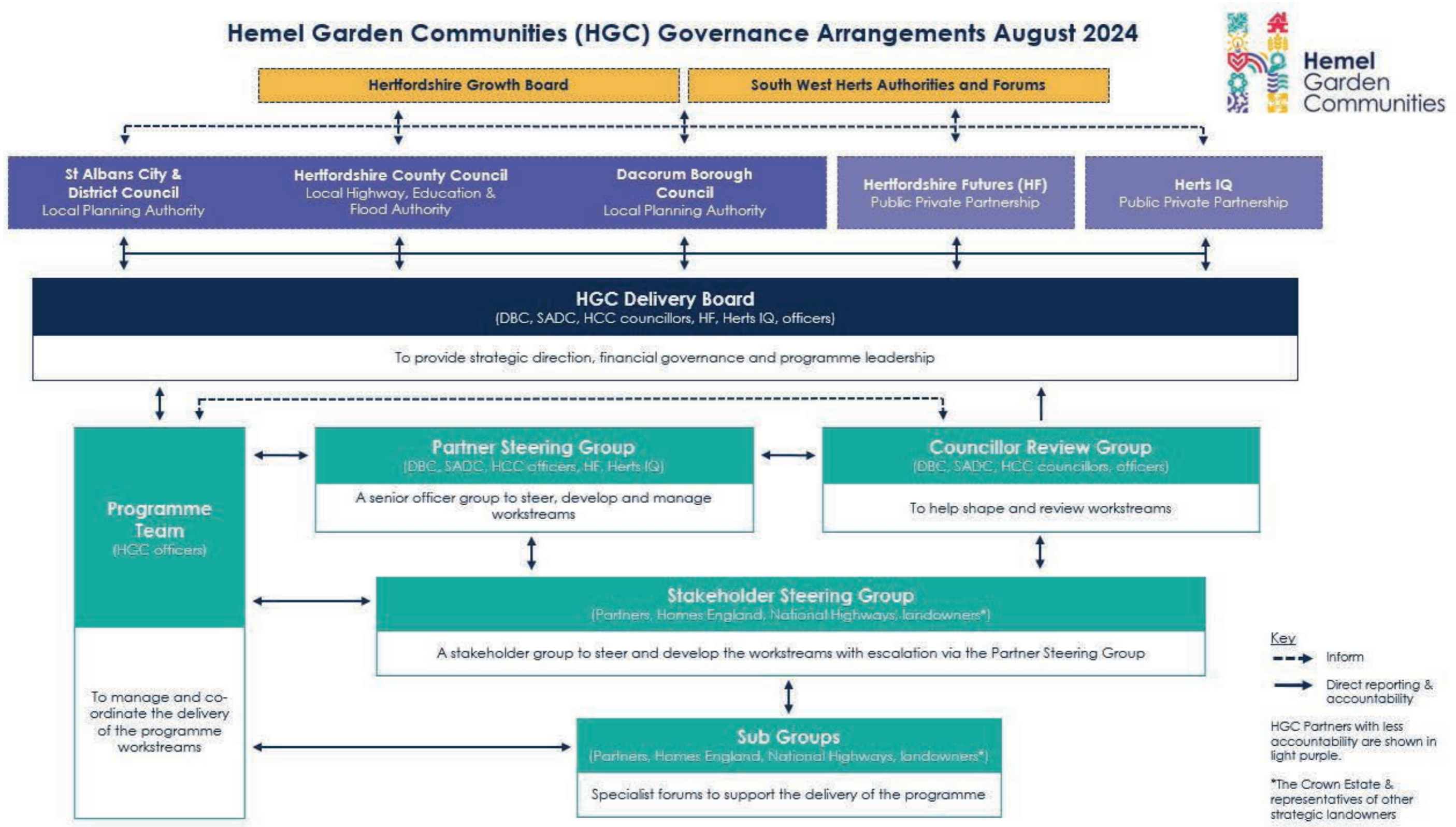


Figure 10 : HGC Governance Arrangements - August 2024

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A2: Delivery and Implementation Strategy

June 2026



Hemel
Garden
Communities

hemelgardencommunities.co.uk



6 Delivery and Implementation Overview

Purpose

National planning policy, the St Albans City and District Council (SADC) Local Plan and Dacorum Borough Council (DBC) Local Plan require the coordinated, comprehensive delivery of growth. This includes the alignment of housing, infrastructure, transport and placemaking, and early collaboration between applicants, landowners and delivery partners to ensure planned development is timely, sustainable, and delivers shared outcomes.

The Local Plan policy framework therefore places an explicit emphasis on collaboration, cumulative infrastructure delivery, and consideration of development within the wider HGC Programme Area, rather than on a site-by-site basis in isolation. Figure 11 sets out the relevant policies to this SPD, in regard to Delivery and Implementation.

The **A2 Delivery and Implementation** section builds upon the Local Plan policies to provide guidance for applicants and authorities to deliver on the overall vision and objectives for HGC and deliver on the One Place approach. It seeks to ensure timely, coordinated, and sustainable delivery of homes, infrastructure, and placemaking outcomes. Infrastructure delivery, timing and contributions are subject to viability and feasibility evidence.

A2 Structure

The A2 Delivery and Implementation section is structured around two interrelated delivery strategies:

- **The HGC Programme Area Strategy Approach** sets out strategic SPD guidance that applies across the HGC Programme Area and is applicable to all allocated sites and relevant windfall development. The HGC Programme Area Delivery Strategy covers the following topics: Infrastructure Mitigation & Delivery; Transport; Phasing; Funding and Monitoring.
- **The Area Specific Strategy Approach** provide further guidance tailored to the distinct characteristics of individual growth areas, strategic sites and opportunity areas, and sites within the HGC Programme Area.

The Area Specific Strategies are provided for the following locations:

- Growth Area – Site Hm01 (DBC); Sites H1–H4 (SADC);
- Strategic Sites – Sites Hm11 and Hm13;
- Town Centre Opportunity Area – Sites Hm02–Hm06;
- Two Waters Opportunity Area – Sites Hm07–Hm10;
- Other HGC Programme Area Sites, including windfall development, Site Allocations Hm14–Hm17 and non-allocated sites.

Collaborative Working

Applicants are expected to work collaboratively with the Authorities, HGC Partners and other stakeholders to deliver the overall vision and objectives for HGC, including the One Place approach.

Proposals should respond to the HGC Programme Area Delivery Strategy and the relevant Area-Specific Delivery Strategy, in accordance with this SPD and related guidance.

The Authorities, together with HGC Partners (DBC, SADC, HCC, Hertfordshire Futures and Hertfordshire Innovation Quarter (Herts IQ)), will support and coordinate delivery through the established governance arrangements.

6.1 Delivery & Implementation - Policy Context

DBC POLICY SUMMARY

DBC Policy: Key Relevant Infrastructure & Delivery Policies

- Strategic Policy HGC1 – Transformation of Hemel Hempstead**
 Policy HGC1 requires the transformation of Hemel Hempstead to be delivered through a comprehensive and coordinated approach, supported by the timely provision of infrastructure necessary to accommodate growth. It emphasises cross-boundary collaboration with adjoining authorities, infrastructure providers and delivery partners to ensure that growth is supported by timely transport, social, utilities and green infrastructure. Growth should contribute positively to the wider HGC Programme and long-term placemaking objectives.
- Strategic Policy HGC2 – Hemel Garden Communities Place Principles**
 Policy HGC2 (Equivalent SADC Local Plan Policy LG3) establishes the place-making principles that underpin infrastructure delivery across HGC, requiring development to integrate physical, social and green infrastructure as part of a holistic approach. The policy promotes coordinated planning, cross-site collaboration and joined-up delivery to ensure infrastructure supports well-connected neighbourhoods, sustainable movement and high-quality placemaking.
- Strategic Policy ID1 – Delivering the Infrastructure to Support Growth**
 Strategic Policy ID1 requires development to be supported by the timely and coordinated delivery of infrastructure necessary to accommodate growth. It establishes a comprehensive approach to infrastructure planning, delivery and funding, ensuring that transport, utilities, education, health, green infrastructure and community facilities are provided in step with development. The policy supports the use of planning obligations, other funding mechanisms and partnership working to secure infrastructure, and requires development proposals to demonstrate that infrastructure impacts have been appropriately addressed to support sustainable growth.
- Strategic Policy MON1 - Monitoring and Review**
- Relevant transport policies including **Strategic Policy TC1 - Transport and Movement Policy ; TC2 - Walking and Cycling ; Policy TC3 - Passenger Transport ; Policy TC4 - Supporting and Protecting Land for Transport Interventions ; Policy TC5 - Travel Plans and Policy TC6 - Parking Provision.**

SADC POLICY SUMMARY

SADC Policy: Key Relevant Infrastructure & Delivery Policies

- Policy LG2 – Support for Transformation of Hemel Hempstead**
 Policy LG2 supports the transformation of Hemel Hempstead as a strategic growth location, requiring development to be comprehensively planned and delivered in coordination with supporting infrastructure. It emphasises cross-boundary collaboration with adjoining authorities, infrastructure providers and delivery partners to ensure that growth is supported by timely transport, social, utilities and green infrastructure. Growth should contribute positively to the wider HGC Programme and long-term placemaking objectives.
- Policy LG3 – Hemel Garden Communities Growth Areas: Place Principles**
 Policy LG3 (Equivalent DBC Local Plan Policy HGC2) establishes the place-making principles that underpin infrastructure delivery across HGC, requiring development to integrate physical, social and green infrastructure as part of a holistic approach. The policy promotes coordinated planning, cross-site collaboration and joined-up delivery to ensure infrastructure supports well-connected neighbourhoods, sustainable movement and high-quality placemaking.
- Policy LG1 – Strategic Allocations**
 Policy LG1 identifies and supports the delivery of strategic development allocations across the District, requiring proposals to be comprehensively planned and supported by the necessary infrastructure.
- Strategic Policy SP14 – Delivery of Infrastructure**
 Strategic Policy SP14 establishes the overarching framework for securing the timely provision of infrastructure needed to support growth. It requires infrastructure planning to be aligned with the scale and phasing of development, supported through partnership working with infrastructure providers, neighbouring authorities and other delivery bodies.
- Policy IMP1 – Additional Infrastructure Requirements for Strategic Scale Development**
 Policy IMP1 applies to strategic-scale developments, requiring proposals to demonstrate how site-specific and cumulative infrastructure impacts will be addressed. It supports the use of planning obligations and other mechanisms to secure additional or enhanced infrastructure necessary to ensure development is deliverable, sustainable and appropriately phased.
- Transport policies including **Strategic Policy SP8 - Transport Strategy ; TRA1 – Transport Considerations for New Development ; TRA2 – Major Transport Schemes.**

Figure 11 : DBC and SADC Local Plan Policies - Relevant to Delivery and Implementation of HGC Programme Area sites

6.2 Delivery and Implementation - Evidence & Guidance Documents

6.1.1 Evidence & Guidance Documents

Alongside the policy framework, the Delivery and Implementation approach is informed by, and should be read alongside the following guidance and evidence documents:

Delivery & Implementation: Evidence & Guidance Documents

- Local Plan Infrastructure Delivery Plans;
- HCC Guide to Developer Infrastructure Contributions;
- The Hemel Garden Communities Infrastructure Delivery Plan (IDP) to 2050;
- The North HGC Growth Areas Infrastructure Phasing and Delivery Strategy (June 2026);
- Hemel Hempstead Transport Study (2026) including Appendix C: Sustainable Transport Corridor for HGC Growth Areas;
- HCC Highways Place and Movement Planning and Design Guidance (P&MPDG);
- HCC Service Provision and Place-Making Guide (SP&PMG);
- HCC Developer Contributions Guidance;
- Chiltern Beechwoods (CBSAC) Mitigation Strategy;
- Other supporting technical evidence and relevant guidance.

6.1.2 Local Plan Infrastructure Delivery Plans (IDPs)

SADC and DBC Local Plan IDPs have been prepared for each authority and support their respective Local Plans. The district IDP schedules present the infrastructure needed to ensure that all development is policy compliant and can serve the needs of the additional population being planned for across the areas of Dacorum Borough and St Albans District.

6.1.3 HCC Guide to Developer Infrastructure Contributions

The HCC Guide sets out the County Council's approach to securing developer contributions towards infrastructure required to support growth, including transport, education, and community services. It provides standard methodologies for identifying impacts and calculating contributions in line with Local Plan policy and national requirements.

Applicants should use the Guide from the outset to inform site design, viability, and infrastructure planning. It should be applied to prepare proportionate and evidence-based contribution estimate; support planning submissions and infrastructure strategies and inform Section 106 discussions, including costs, projects, and triggers.

6.1.4 HGC Infrastructure Delivery Plan (IDP) to 2050

The central purpose of the HGC IDP to 2050 is to draw together and build upon the SADC and DBC Local Plan IDPs to identify the infrastructure required to support housing and employment growth across the HGC Programme Area up to 2050 and demonstrate that there are no additional infrastructure requirements beyond the plan period (2041) which would preclude growth coming forward in the period 2041-2050.

The HGC IDP to 2050 builds on the findings of the district IDPs, identifying the specific infrastructure requirements within them that are also relevant to the planned growth in the HGC Programme Area. Infrastructure has been identified where it supports the delivery of specific sites, as well as the wider growth and transformation of the HGC Programme Area.

HGC IDP to 2050 has sought to update and align the two existing district IDPs to produce a single collated, aligned, and updated version of the IDP Schedule for HGC. This has included reviewing the information presented in the district IDPs and ensuring that the HGC IDP to 2050 presents a consistent position, which has been verified in collaboration with relevant stakeholders.

The HGC IDP Schedule has also been updated where new information has become available since the Local Plan IDPs were prepared. It is intended that both the HGC IDP and the Local Plan IDPs will be kept under regular review and updated to capture these changes.

Where an item is strategic (i.e. serving more than one of the HGC Programme Area sites), reasonable and logical assumptions are necessary, and have been made, on which sites it will serve/will benefit from it. These assumptions then inform the approach to apportionment.

6.1.5 North Hemel Garden Communities Growth Areas Infrastructure Phasing and Delivery Strategy (NH IPDS)

The HGC IDP to 2050 is also supported by the North Hemel Garden Communities Growth Areas Infrastructure Phasing and Delivery Strategy (NH IPDS), which is a supporting document to this SPD. The NH IPDS sets out suggested phasing periods and provides further information and infrastructure requirements for site Allocation Hm01 North Hemel Hempstead (5,000 homes in DBC) as well as the context of the neighbouring sites.

6.1.6 Hemel Hempstead Transport Study (2026)

The Hemel Hempstead Transport Study (2026) identifies the transport infrastructure and service improvements required to support planned growth across the HGC Programme Area, including around 20,000 homes and 10,000 jobs to 2050. Building on the 2025 version of Hemel Hempstead Transport study, it identifies a package of interventions to enhance active and sustainable travel, improve connectivity, and support the delivery of the HGC Transport Vision and Strategy, and identifies additional transport interventions to support mitigate cumulative impacts of planned development to 2050.

6.1.7 Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS)

Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMMS) requirements should be read alongside the relevant evidence base and policy context, including the Chiltern Beechwoods mitigation strategy and evidence, applicable Local Plan policies which establish the need for mitigation measures in accordance with Natural England guidance.

6.1.8 Other supporting technical evidence and relevant guidance

Applicants should use the pre-application process to agree with the Authorities the most relevant and up-to-date guidance to inform their proposals.

7 HGC Programme Area Strategy Approach

As set out within A1 Introduction, the HGC Programme Area includes a number of Local Plan sites across Dacorum Borough Council (DBC) and 4 sites within St Albans City and District Council (SADC) administrative area.

The HGC Programme Area sites, shown in Figure 12 have been categorised into Growth Areas, Strategic Sites, Town Centre and Two Waters Opportunity Area sites and Other HGC Programme Area Sites including windfall development.

HGC Programme Area - Opportunities

- Part of the Garden Communities Programme, which extends across the HGC Programme Area and has support from the Government and Homes England
- Strong vision and partnership guiding the Programme and its objectives, governance, delivery and implementation
- Create well-designed, cohesive neighbourhoods through comprehensive masterplanning, integrating green infrastructure, community facilities and sustainable transport routes
- Deliver homes and infrastructure in a coordinated and comprehensive manner
- Overarching umbrella stewardship approach for the HGC Programme Area (See Stewardship & Placemaking SPD)

HGC Programme Area - Challenges

- Early delivery of active and sustainable transport measures to ensure mode share shift and there are good options to travel sustainably across the Town
- Coordinated phasing and delivery of strategic infrastructure including transport and healthcare, Suitable Alternative Natural Greenspace (SANG) and Sports and Leisure facilities
- The scale and distribution of development give rise to cumulative impacts, particularly on the transport network, requiring an ongoing, programme-wide approach to monitoring and managing and to inform timely mitigation over the long-term.

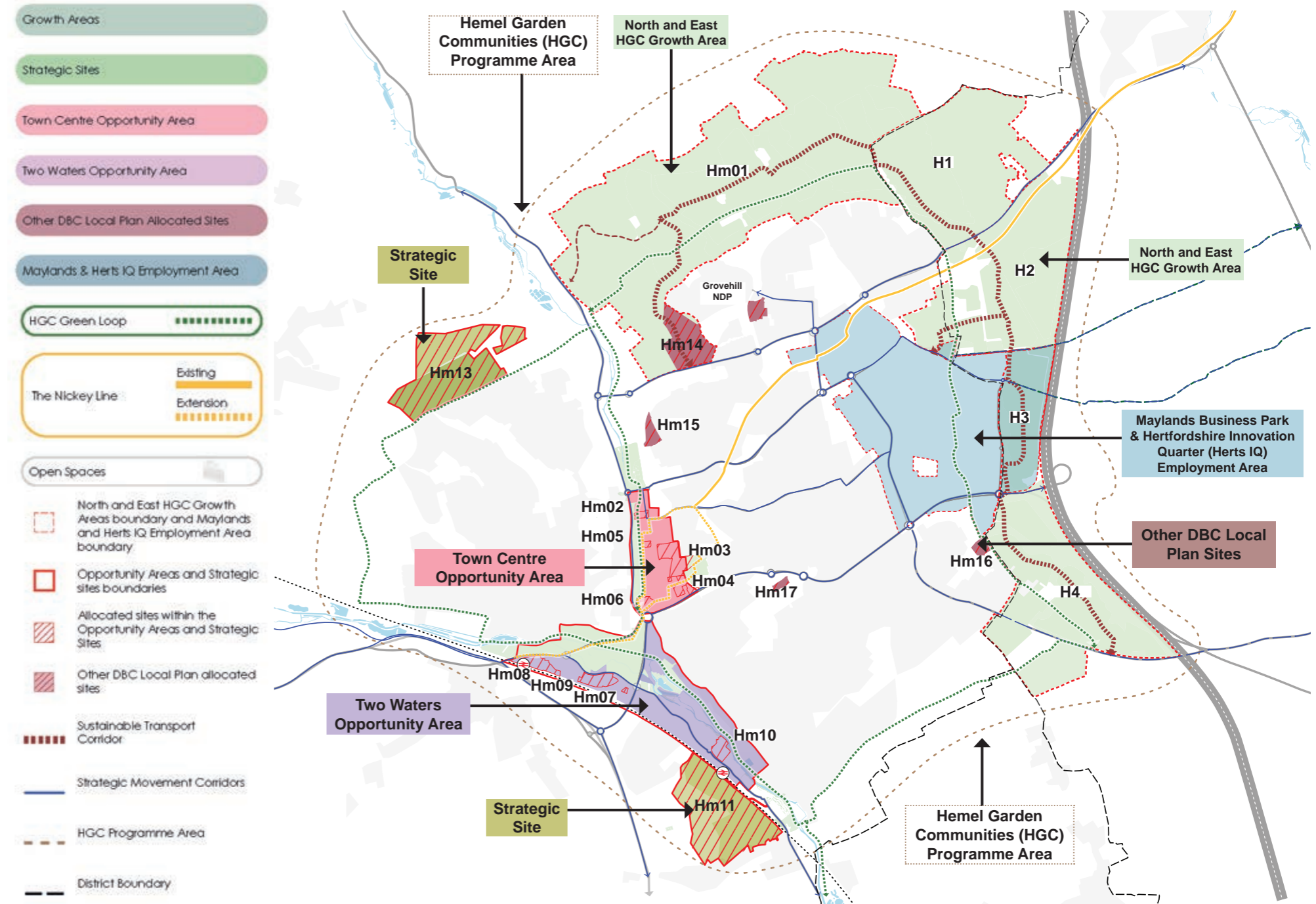


Figure 12: HGC Programme Area Map with sites

7.1 Infrastructure Mitigation & Delivery

The Local Plan policies support and set out the importance of comprehensive development to avoid piecemeal growth and in order to ensure delivery of strategic infrastructure which would realise the wider HGC vision.

7.1.1 Strategic Infrastructure Provision

Strategic Infrastructure serves multiple sites across the HGC Programme Area, and is required to satisfy the Local Plan policy requirements. Examples of strategic infrastructure could include:

- Key Network Transport Interventions including Key Network Corridors, M1 Junction 8 improvements, M1 Junction 9 improvements, Hertfordshire Essex Rapid Transit (HERT) route delivery and the Sustainable Transport Corridor (Growth Areas);
- Local Network Transport Routes;
- Suitable Alternative Natural Greenspace (SANG);
- Playing pitches and sports facilities;
- Schools provision;
- Any other potential HGC Programme Area-wide assets.

Applicants and the LPAs should work collaboratively to ensure the delivery of strategic infrastructure and associated contributions. The specific items of strategic infrastructure required to support development will be identified and scoped through the planning process including through pre-application discussions and PPAs where appropriate, and subsequently discussed, agreed and secured through the Section 106 negotiation and drafting process.

Non-strategic infrastructure refers to infrastructure that is required to support a specific development or site and serves a primarily local function for that site only, rather than contributing to wider strategic infrastructure needs and networks.

7.1.2 Apportionment

Local Plan policies for the HGC Programme Area are underpinned by the principle that infrastructure required to support growth should be funded and delivered in a fair and proportionate manner across the HGC Programme Area as a whole.

This reflects the strategic, cumulative nature of development and the shared infrastructure required to support comprehensive delivery of the Spatial Vision.

By applying a consistent and proportionate approach to apportionment, the IDP seeks to ensure that development proposals contribute appropriately to infrastructure provision, supporting coordinated delivery and helping to reduce the risk of infrastructure shortfalls across the HGC Programme Area.

Applicants are expected to have regard to the latest infrastructure evidence and demonstrate how their proposals contribute proportionately to identified infrastructure requirements, taking account of their scale, nature and timing within the wider HGC Programme Area.

Infrastructure requirements and cost apportionment will be kept under review through the Infrastructure Delivery Plan review cycle to reflect changes in development phasing, costs, funding sources and delivery priorities over time.

7.1.3 Infrastructure Requirements Template

The HGC Infrastructure Requirements Template (Figure 13) provides a structured mechanism for applicants and the Authorities to identify, agree and track infrastructure required to support development, drawing on the Local Plan policy framework and infrastructure identified within the Local Plan IDPs and the HGC IDP Plan to 2050. Applicants should ensure the template is informed by and cross-references the relevant Policies and relevant guidance to inform the Infrastructure Requirement Template, including the guidance documents referred to in this SPD.

It covers a range of categories including: Transport, Education, Community Facilities, Green Infrastructure, Sports and Leisure, Transformation, Emergency Services, Healthcare, Waste and Utilities; alongside Housing, Monitoring, Placemaking and Funding.

Applicants are expected to use the Infrastructure Requirement Template as a working tool throughout the planning process, including through engagement with the Authorities, including through the Planning Performance Agreement (PPA) process and the Section 106 negotiation and drafting.

Working with the Authorities, Applicants should identify relevant infrastructure requirements; their classification (strategic, non-strategic or transformational); whether provision is on-site or off-site; the proposed delivery mechanism (including direct delivery or developer contributions); the timing and triggers for delivery. The Template should be supported by proportionate evidence and aligned with Transport Assessments, Infrastructure Delivery Plans, phasing strategies and viability work.

7.1.4 One Place

As a recommended and proportionate approach to demonstrate how proposals meet the relevant Local Plan policies Applicants should set this out through a One Place Statement, provided either as a standalone document or as a clearly identifiable section within the Planning Statement.

A One Place statement should demonstrate how proposals meet the Local Plan policy objectives and objectives of this SPD by including the following:

- Demonstrate compliance with Local Plan policies, including Policy HGC2 (DBC) and LG3 (SADC) Hemel Garden Communities Place Principles;
- Explain how the proposal aligns with and contributes to the HGC Spatial Vision and Spatial Pillars;
- Demonstrate how the proposal has been planned as part of a coordinated, integrated One Place delivery approach, rather than a standalone site;
- Explain how the proposal will contribute to area-wide transformation not just site-specific mitigation, in order to demonstrate compliance with Local Plan policies including HGC1 (DBC) and LG2 (SADC);
- Explain how relevant HGC Guidance and Evidence have informed proposals, including this SPD.

Infrastructure Mitigation & Delivery - Continued

7.1.5 Collaboration Agreements

The Local Plan policies require development to be brought forward through a collaborative and coordinated approach, particularly where infrastructure delivery, phasing or cumulative impacts extend beyond individual sites.

Applicants are encouraged to explore appropriate mechanisms to support collaboration between landowners, infrastructure providers and delivery partners, particularly where development has shared or cumulative impacts.

Such mechanisms may include collaboration agreements or other arrangements that support joint working, in accordance with this SPD.

Where used, collaboration agreements should include detailed provisions covering the following areas:

- Commitment to cooperate to deliver the development in accordance with the HGC Framework Concept Plan to facilitate comprehensive development;
- Each party to enable rights of access/egress for adjoining landowners and to avoid ransom;
- Agreement to dedicate land for shared infrastructure (including primary streets, school, community facilities, open space, and strategic drainage infrastructure) in accordance with the HGC Framework & Transformation SPD guidance;
- Arrangements to ensure highways and utilities are constructed to the site edge and provided with appropriate connections to infrastructure outside the site;
- Should be proportionate to the scale and nature of development;
- Do not replace the need to secure infrastructure, land or access requirements through the planning application process and associated legal agreements where necessary.

7.1.6 HGC Framework Section 106 Agreement Approach

In order to achieve the policy objectives and wider HGC vision, the Authorities' preference is for Applicants of major sites (as defined by the NPPF) within the HGC Programme Area to enter into a Framework Section 106 (S106) Agreement.

The Framework S106 Agreement is a consistent and coordinated mechanism to support the implementation of policy through the granting of planning permissions. The purpose, along with relevant planning conditions, is to secure the delivery of all infrastructure, including strategic, shared and site specific.

The Framework Section 106 Agreement is an approach and development management tool for each individual site's S106 Agreement, it is not one agreement for the whole HGC Programme Area that all parties must sign. It refers to an approach to S106 whereby there is a set of common clauses that form the first part of each individual S106 Agreement associated with individual planning applications. This will therefore lead to efficiencies, speed up the S106 drafting process and ensure a consistent approach to infrastructure delivery across the HGC Programme Area.

A Framework S106 Agreement will ensure that all relevant infrastructure is identified early, funded proportionately, and delivered in a co-ordinated and timely manner across multiple sites, thereby supporting high-quality placemaking and the aims and objectives of the HGC Programme, and giving confidence to developers, infrastructure providers and local communities. The Framework S106 Agreement provisions will form part of each S106 Agreement associated with any Planning Permission for major development in the HGC Programme Area.

The HGC Infrastructure Delivery Plan to 2050 is an important part of the process and its outputs, alongside the latest evidence, will inform the infrastructure identified.

The Framework Section 106 approach applies alongside the Community Infrastructure Levy in DBC and remains necessary on DBC sites to secure site-specific and strategic contributions that support the delivery of Local Plan policy objectives and the wider Hemel Garden Communities vision.

Multi-developer Framework S106 Agreements or similar site-wide legal frameworks have been used to coordinate strategic infrastructure delivery and form the basis for individual Section 106 agreements across the country. Examples include Houlton, Otterpool Park, Chelmsford Garden Community, Harlow & Gilston Garden Town.

7.1.7 SPD Guidance - Delivery & Implementation

7.1.7.1 As required in Local Plan policies, Applicants **must** work with the Authorities to support the comprehensive delivery of infrastructure across the HGC Programme Area. The Authorities preference is for applicants to enter into a Framework S106 Agreement to support this. Applicants are expected to engage with authorities through appropriate forums including pre-application discussions and Planning Performance Agreement(s) as appropriate.

7.1.7.2 Applicants **must** draft a statement with supporting material to demonstrate compliance with Local Plan Policies, including HGC Policies. As a best practice approach, Applicants are expected to submit a One Place statement to demonstrate how proposals will deliver the One Place approach and meet the objectives of the Local Plan, this SPD and the HGC Vision.

7.1.7.3 Applicants **should** use the HGC Infrastructure Requirements Template in discussion with the Authorities, to identify relevant infrastructure requirements (Strategic, multi-site or on-site), delivery mechanisms, contributions, timing, triggers and whether provided on/off-site.

A2 Delivery and Implementation

Figure 13 : HGC Infrastructure Requirements Template - See Paragraph 2.1.3 for further information and how to use this template

Topic	Sub Topics	Infrastructure Requirement (Policy /IDP Requirement)	Proposed Provision	Delivery Mechanism	Strategic Infrastructure (Y/N)	On-site / Off-site	Identified Triggers & Phasing	Topic	Sub Topics	Infrastructure Requirement (Policy /IDP Requirement)	Proposed Provision	Delivery Mechanism	Strategic Infrastructure (Y/N)	On-site / Off-site	Identified Triggers & Phasing	
Placemaking	Stewardship							Green Infrastructure including Chiltern Beechwoods SAC mitigation (SANG and SAMMs) BNG/Ecology (Stewardship Link)	Strategic Green Infrastructure (incl. Country Park and Valley Park)							
Monitor & Manage	Infrastructure Review Group incl. Transport and Education topics								Amenity Greenspace							
	Monitoring Funding								Natural and Semi-natural Green Space							
Housing	Affordable Housing								Allotments							
	Specialist Housing								Public Parks and Gardens							
	Gypsy & Traveller Accommodation								Play space comprising MUGA, NEAP, LEAP, LAP. (Green Loop may have some green infrastructure contained within it).							
Transport	Multi-Modal Interchange Mobility Hubs								Public Realm (street furniture, lighting, wayfinding etc)							
	Public Transport: Bus connections and improvements Rail (rail as in connections to stations Infrastructure at stations to accommodate increased demand, e.g. cycle storage Other forms of shared road transport								Suitable Alternative Natural Greenspace (SANG)							
	Highways								SAMMS							
	Active Travel (Walking and wheeling)								BNG / Ecology							
	Travel Plan							Sports and Leisure	Playing Pitches							
	Leisure Routes							Sports Facilities								
	Quiet Ways							Emergency Services	Police							
	Parking - Car and Bike Provision								Ambulance Service							
	Freight / Servicing / Loading considerations								Fire							
	Education	Primary Education (3-11 years) incl. Nursery							Transformational Scheme (on and off site, HGC IDP)	Green Infrastructure and Accessibility						
Secondary Education (incl. Sixth form)								Urban Greening								
Early Years Provision incl. Childcare 0-2 Year Olds (private provision) and Nursery provision								Water								
SEND								Healthcare	Primary Healthcare							
Childcare 5-11 Year Old (wraparound care)									Secondary Healthcare							
Community Facilities (link to stewardship for some)	Children's Homes HCC							Adult Care Services								
	Community Facilities SADC/DBC							Waste	Waste and Recycling							
	Community Centres SADC/DBC								Utilities	Potable Water including associated infrastructure such as SUDs.						
	Youth Services HCC							Waste Water								
	Libraries HCC							Energy (Electricity)								
	CCTV (DBC)							Energy (Gas)								
							Other Site Requirements									

7.2 Transport Principles for Delivery and Implementation

7.2.1 Transport User Hierarchy

Hemel Hempstead is a focus for significant residential and employment growth up to 2050, with the likely population predicted to increase by around 50%. With this level of growth there is a need to reconsider how people move around the town and look at the potential for shifting journeys to more sustainable modes (such as walking, cycling, wheeling and using the bus) as well as new and innovative forms of transport.

The transport strategy for HGC is grounded in National and Local Plan policies and the Hertfordshire Local Transport Plan (LTP4).

LTP4 Policy 1 establishes the Transport User Hierarchy (as set out in Figure 14) which sets out the order of priority that must guide all transport planning, design and delivery across the HGC Programme Area:

1. Reducing unnecessary travel;
2. Walking, wheeling and cycling;
3. Public transport;
4. Private vehicles.

This hierarchy will need to be applied consistently across all phases of development, infrastructure delivery, masterplanning and detailed design.

7.2.2 A Decide and Provide Approach

Transport planning for HGC does not project today's car dependent patterns into the future. Instead, it follows a Decide and Provide (also known as Vision and Validate) approach, consistent with national guidance and embedded in the HGC Transport Vision & Strategy.

Both the Dacorum and St Albans Local Plans adopt a vision led approach to transport for HGC. This aligns with the national shift away from 'Predict and Provide' and towards a Decide & Provide methodology.

This approach is reinforced through the HGC Transport Vision & Strategy, Hemel Hempstead Transport Study and the transport evidence base supporting both Local Plans.

Under this approach, transport planning for HGC is based on:

- Deciding the kind of place HGC needs to become,
- Identifying the movement patterns that support that place; and
- Providing the infrastructure that enables those patterns to emerge.

7.2.3 HGC Transport Vision

The Local Plan policies and the HGC 2050 Transport Vision and Strategy (TV&S) sets targets for at least 40% of all person trips from or to Hemel Hempstead, and 60% of all person trips from or to HGC neighbourhoods, to be undertaken by sustainable modes of travel by 2050.

The HGC Transport Vision & Strategy sets out three themes that guide delivery:

- Theme 1: A well connected place that puts people first;
- Theme 2: A place that encourages sustainable travel;
- Theme 3: A network fit for the future.

This approach underpins the design and delivery of transport schemes including the Sustainable Transport Corridor (STC), the Green Loop, the Nickey Line, neighbourhood active travel connections, and the parking and mobility strategy.

Through the implementation of the Local Plan policies and the delivery of this SPD, traffic will be managed and minimised, while walking, wheeling, cycling and public transport will be given the most direct, convenient and attractive routes. This ensures that sustainable modes become the natural choice for everyday journeys and supports the achievement of the 40% and 60% mode share outcomes.

Emerging guidance and ongoing transport work relating to bus strategy, behaviour change, Green Loop, parking and the Hertfordshire Essex Rapid Transit are continuing to develop. Applicants should use the pre-application process to agree with the Authorities the most relevant and up-to-date guidance to inform their proposals.

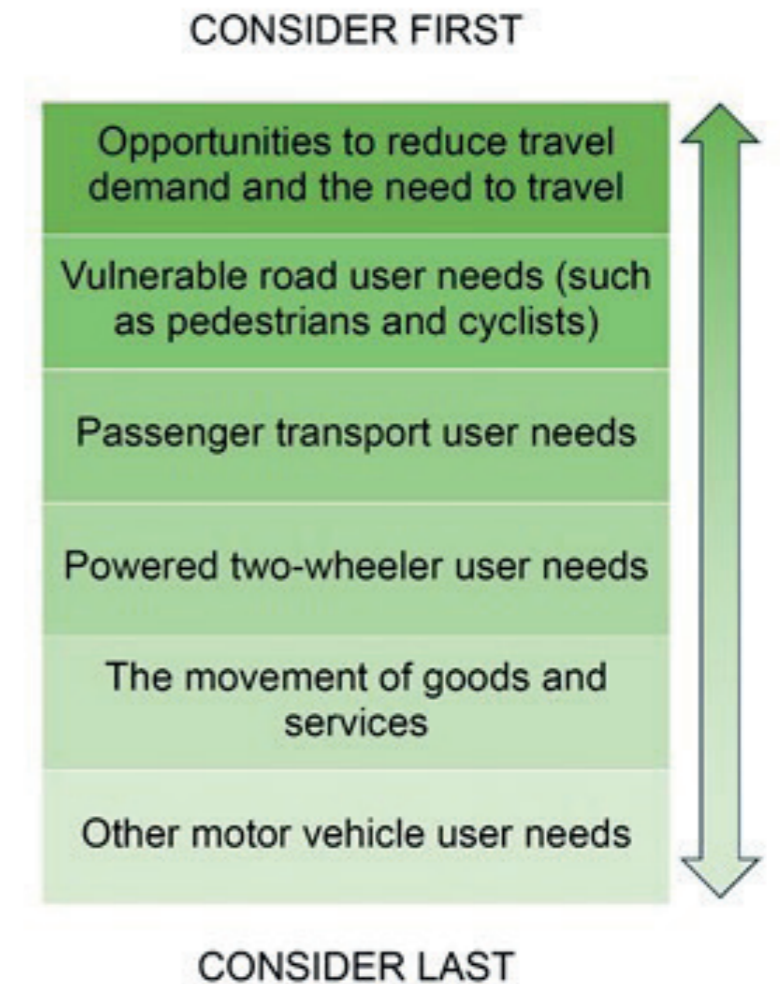


Figure 14 : User Hierarchy based on LTP4 Policy 1

Transport Principles for Delivery and Implementation - Continued

7.2.4 Opportunity to shift modes

Government statistics (2021) show that the transport sector produces around 26% of Greenhouse Gases and that road transport (passenger cars in particular) are the most significant source of emissions in this sector. The Government's 2022 National Road Traffic Projections show that mode shift to more sustainable modes of travel is vital to ensure traffic congestion is kept within manageable levels. There is therefore a significant case, both environmental and economic, for ensuring congestion issues are reduced rather than exacerbated by planned growth in Hemel Hempstead.

The 2022 Hertfordshire County Travel Survey (HCTS) showed that over 35% of all trips made by car, at county level, are under 3 miles long, and over 50% are under 5 miles long.

The 2021 Census also revealed that around 60% of Hemel Hempstead residents work in the town, showing there are a large number of local work journeys due to the close proximity of the Maylands Business Park.

Therefore, there is clear potential for the transfer of many of these trips to more sustainable modes. While mode shift on the scale needed will be no easy task, the data collected demonstrates it should be achievable in Hemel Hempstead and the imperative to achieve it is unavoidable.

It is envisaged that in combination, packages of interventions, (as indicated in Figure 15, and subject to PPA and S106 discussions) along routes and cumulatively across the whole of Hemel Hempstead will deliver a considerable step change in sustainable travel provision and contribute to achieving the mode share targets.

7.2.5 SPD Guidance - Transport

Applicant will be expected to demonstrate policy compliance through the appropriate mechanisms, including through Transport Assessments (TA), through discussions with the Authorities including the Highways Authority, and will need to provide evidence on the following, in a proportionate manner:

- Regard to relevance guidance, including the HCC Movement Planning and Design Guidance, HGC Transport Vision & Strategy to 2050, Hemel Hempstead Transport Study, and opportunity to shift modes study;
- Apply a 'Decide and Provide' approach, prioritising walking, wheeling, cycling and public transport over private car use;
- Explain coordination with strategic infrastructure delivery, including neighbouring sites and schemes set out in the IDPs;
- Set out phasing, including early provision of sustainable transport infrastructure to support mode shift from first occupation;
- Use latest HCC travel data to inform baseline, modelling and assessment;
- Have regard to emerging schemes, including Hertfordshire Essex Rapid Transit (HERT), where relevant.

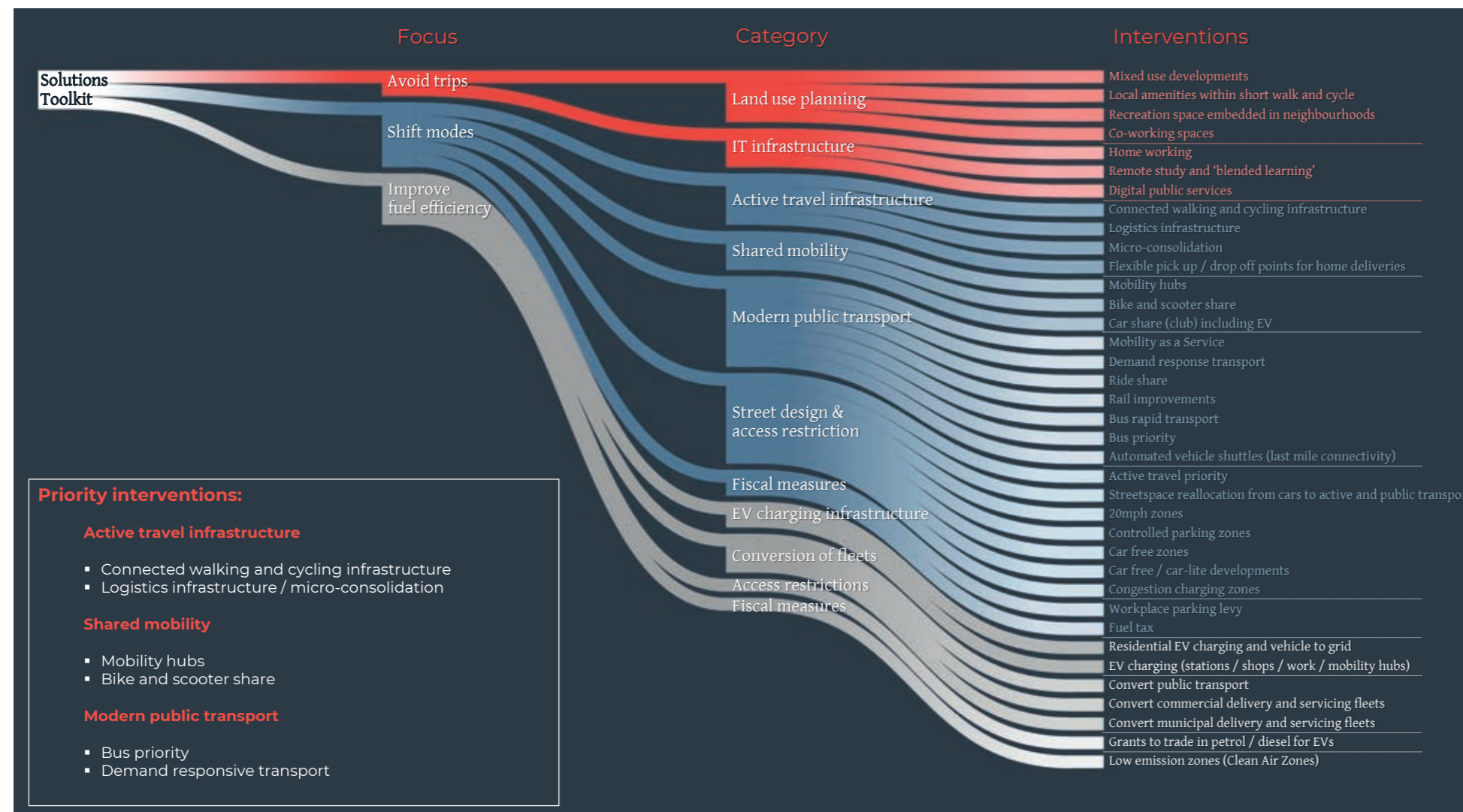


Figure 15 : Solutions Toolkit and Priority Interventions - Source: Opportunities to Shift Modes

7.2.6 SPD Guidance - Transport

7.2.6.1 In order to demonstrate compliance with Policy LG3 and HGC2 in HGC Pillar 1, Applicants **must** provide evidence on the interventions required to achieve the mode share targets.

7.3 Phasing

HGC Programme will deliver around 22,000 homes by 2050, extending beyond the current Local Plans' period to 2042. Figure 16 illustrates the number of homes, across the HGC Programme Area by phasing period.

Phasing is critical to ensure that development across the HGC Programme Area delivers inclusive and sustainable neighbourhoods, while contributing to the wider transformation of Hemel Hempstead. As required in Local Plan policy LG3 in SADC and HGC2 in DBC, High-quality new development and infrastructure will be planned and phased in a timely manner to ensure infrastructure and transformation opportunities are maximised. Councils, key stakeholders and statutory consultees should be actively engaged in the shaping the delivery considerations of an application.

Each phase of development should be planned to be as self-sufficient as practicable, whilst also contributing to the early delivery of strategic infrastructure required to support the HGC Programme Area as a whole. Delivery of homes and infrastructure should be brought forward in a timely manner and not prejudicing the ability of the following phases to do the same.

This SPD sets out principles for phasing and infrastructure delivery and does not seek to prescribe a fixed phasing plan. Due to the long-term nature of the project, sufficient flexibility and response to changing circumstances will be expected.

The Authorities will be responsible for setting the overall framework for phasing and infrastructure delivery. Further detail is contained within the HGC IDP to 2050 and the North Hemel Garden Communities Growth Areas Infrastructure Phasing and Delivery Strategy (NH IPDS).

7.3.1 Phasing and Implementation Plan

As set out in Local Plan policy, a Phasing and Implementation Plan is required. It should be submitted and approved by the Local Planning Authority prior to the submission of any reserved matters applications or alongside detailed applications. The Phasing and Implementation Plan should be prepared in discussion with the Authorities through the PPA and S106 drafting process.

Whilst this is not a definitive list and further requirements might be required by the Authorities, for the Phasing and Implementation Plan, Applicants should:

- Identify infrastructure and demonstrate how the provision of necessary infrastructure is delivered in line with occupation, employment growth and development milestones;
- Demonstrate how infrastructure delivery supports the future phases and that subsequent phases remain viable in the development;
- Demonstrate that development does not sterilise land or prevent delivery of other land parcels adjoining the site;
- Include triggers and interim targets;
- Have regard and make reference to relevant guidance and documents, including the HGC Infrastructure Delivery Plan to 2050 and North HGC Growth Areas Infrastructure Phasing and Delivery Strategy (June 2026);
- Details of when and how key public transport, walking and cycling routes will be delivered;
- Demonstrate how early phases will integrate with the wider strategic movement and active travel networks and alignment with mode share targets;
- Where required, demonstrate how interim arrangements (where required) will not undermine achieving the long-term policy objectives;
- Demonstrate collaboration and identify delivery arrangements, to ensure comprehensive delivery, sequencing with adjacent sites and to avoid piecemeal delivery;
- Identify risks and dependencies affecting delivery.

7.3.2 SPD Guidance - Phasing

7.3.2.1 The Authorities **should** coordinate phasing across the HGC Programme Area whilst maintain flexibility to review and adapt phasing and associated infrastructure requirements over the 25-year build period.

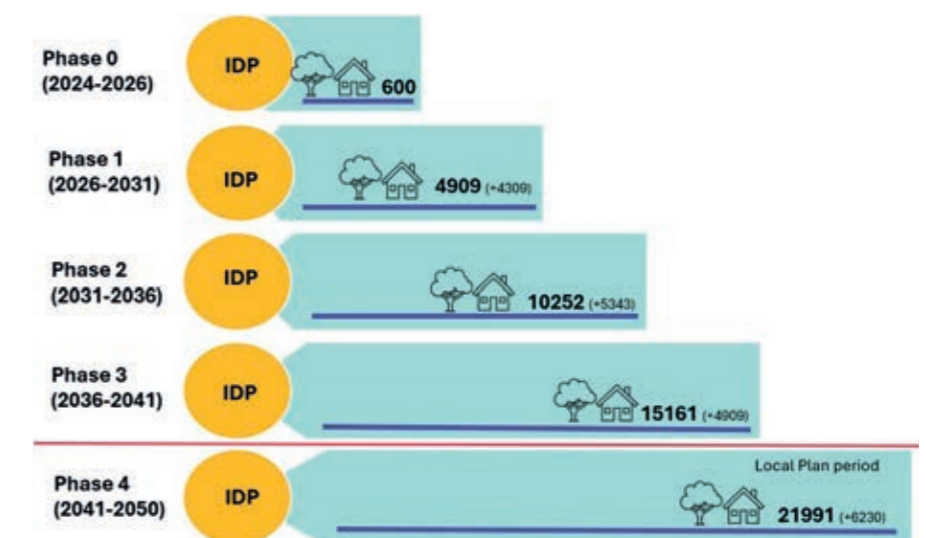


Figure 16 : Phasing of homes across the HGC Programme Area, in accordance with the Housing Delivery Trajectory (2025)

7.4 Funding

Delivering infrastructure for HGC requires a clear and transparent approach to funding, governance, and roles. This includes setting out how money will be collected and managed, how forward funding and external funding will be leveraged, and how responsibilities will be coordinated between developers/landowners, local authorities, and partners such as Homes England. Planning obligations and developer contributions form a central part of this funding framework.

The Authorities (DBC, SADC and HCC) operate within their statutory decision-making roles, while the HGC Programme Team operates in a non-statutory, coordinating role to support alignment, prioritisation and delivery across the HGC Programme Area.

7.4.1 Planning Obligations & Developer Contributions

In addition to the direct delivery of infrastructure by developers, financial contributions are a critical mechanism for mitigating the impact of development and ensuring that necessary improvements are delivered. These contributions are secured through planning obligations under S106 agreements or, where applicable, through the Community Infrastructure Levy (CIL). While both mechanisms are used to fund local infrastructure, SADC currently uses S106 only, whereas DBC uses both S106 and CIL.

For S106 contributions, all infrastructure contributions must comply with the statutory tests set out in Regulation 122 of the CIL Regulations, ensuring they are necessary, directly related to the development, and fairly and reasonably related in scale and kind. For Section 106 contributions, Developer contributions will be collected and managed and will be informed by the latest relevant documents, including but not limited to, the HGC IDP to 2050 and the HCC Developer Contributions Guidance. These documents are subject to review and updates.

The Authorities' preferred approach to the S106, is to use a HGC Section 106 Framework Agreement approach, which will provide standard clauses across developments coming forward in the HGC Programme Area, including for windfall development. This will lead to efficiencies, speed up the S106 drafting process and ensure a consistent approach to infrastructure delivery across the HGC Programme Area.

7.4.2 Forward Funding (Developer-led or Authority-led)

To enable early delivery of strategic infrastructure, forward funding approaches may be considered. These can be developer-led, where a single developer or consortium provides upfront funding, or authority-led. In either case, a clear recovery mechanism must be agreed to ensure contributions are collected from all relevant developments. Recovery will typically occur through offsetting future contributions or agreed repayment schedules, timed so that funds can reasonably be anticipated from other developments. The approach must avoid undermining viability or inflating landowner or developer profit or represent state aid.

7.4.3 External Funding

External funding sources, including Homes England and other government programmes, may play an important role in supporting early delivery and transformation across the HGC Programme Area. Securing external funding does not remove the requirement for developer contributions; rather, it enables forward funding and creates opportunities for a revolving infrastructure fund. Where external funding is used to deliver infrastructure upfront, subsequent developer contributions will replenish this fund.

In addition, the Authorities will work collaboratively with community groups, local organisations and delivery partners where appropriate to help unlock complementary sources of funding, including grants and place-based investment, to support community infrastructure, social initiatives and wider placemaking objectives. This approach is intended to maximise investment into the HGC Programme Area and support the HGC Vision and wider objectives.

The Authorities will actively engage with Homes England, MHCLG and other relevant government departments to secure forward funding, acting as the collecting and repaying authority where appropriate.

7.4.4 Funding Monitoring and Review

The Authorities will monitor, review, and refresh priorities through the IDPs review cycle and Infrastructure Review. This process will ensure that expenditure aligns with the IDP and apportionment principles, that funding mechanisms remain fit for purpose, and that delivery continues to support the strategic objectives of HGC.

7.4.5 SPD Guidance - Funding

7.4.5.1 The Authorities (DBC, SADC and HCC) and HGC Programme Team **should** seek to coordinate and monitor contributions and apportionment, and prioritise where contributions are allocated across sites in line with HGC IDP to 2050 and Hemel Hempstead Transport Study (2026).

7.4.5.2 The Authorities and the HGC Programme Team **should** seek to secure external funding/loans and act as collecting/repaying authority where appropriate.

7.5 Monitoring

As established in the Local Plan policies, monitoring and review are essential to ensure that HGC is delivered in accordance with the principles set out in this SPD and that infrastructure and transport objectives are achieved over the lifetime of the development. Monitoring is required both at the individual site level and across the HGC Programme Area as a whole.

Monitoring will be undertaken by the Authorities and HGC, in collaboration with the developers and other relevant stakeholders including Homes England and National Highways.

The monitoring process will track housing delivery, infrastructure provision, and performance against agreed targets. It will enable timely interventions, maintain accountability, and ensure that development remains aligned with strategic objectives.

Monitoring will be supported by financial contributions from developers where necessary. Funds will be set aside to enable additional measures if monitoring identifies that infrastructure delivery or mode share targets are not being delivered in a timely manner. This approach will follow best practice, as applied in other Garden Communities such as Harlow and Gilston Garden Town.

7.5.1 Infrastructure Review Group

An Infrastructure Review Group will be established to oversee infrastructure delivery across the HGC Programme Area. It will cover infrastructure topics including Transport and Education. The Infrastructure Review Group (IRG) will:

- Monitor and Review infrastructure delivery, mechanisms and progress against targets for individual applications and across the HGC Programme Area;
- Assess compliance with agreed phasing and trigger points;
- Identify and recommend corrective actions where delivery is not aligned with agreed expectations;
- Identify and coordinate funding opportunities to unlock early infrastructure delivery or address delivery shortfalls.

7.5.2 Key Monitoring Areas

Key Monitoring areas include:

Infrastructure Delivery and Trigger Points

Implementation triggers for infrastructure delivery will be agreed through the planning application process and secured via condition or the S106 agreements. These triggers will be kept under review to ensure they remain appropriate as development progresses. Applicants are expected to provide evidence to support the monitoring of trigger points and demonstrate how infrastructure will be delivered in a timely manner. The Authorities should monitor, review, and refresh infrastructure priorities through the appropriate processes including via the IRG and IDPs review cycle.

Housing & Employment Delivery

Monitoring of Housing and employment delivery will inform part of the Authorities' annual monitoring report and monitoring against the HGC Programme Area-wide housing trajectory.

Transport and Trip Generation

Applicants must work with the Authorities to set out measures to mitigate transport impacts within their Transport Assessment. Trip generation from residential and employment uses will be monitored and reviewed to ensure assumptions remain accurate. Surveys will assess the ability of residents and employees to use sustainable modes and measure residual vehicle impacts.

Mode Share Targets

Performance against mode share targets will be reviewed regularly to ensure sustainable travel objectives are met (60% of journeys by sustainable and active modes in the Growth Areas, and 40% of journeys by sustainable and active modes across all other HGC Programme Area sites). This includes monitoring the proportion of trips made by walking, cycling, and public transport. Applicants should participate in the IRG and provide monitoring data, including surveys and sensor-based evidence, to demonstrate progress.

Community Facilities and Education Provision

Delivery of early years and primary school places, local centres, and green infrastructure will be monitored to ensure provision meets population growth.

Funding

The Authorities will monitor and review that funding mechanisms remain fit for purpose, and that delivery continues to support the strategic objectives of HGC.

Stewardship

As set out in the HGC Stewardship & Placemaking SPD, stewardship arrangements and the assets that underpin the stewardship model will be subject to ongoing monitoring to ensure their long-term effectiveness and sustainability.

7.5.3 SPD Guidance - Monitoring

7.5.3.1 Applicants **should** work with the Authorities and relevant stakeholders to align with a HGC Programme Area-wide approach to monitoring and management. Applicants should provide clear details on the scope, timing, methodology, how monitoring will be undertaken over time and how it relates to phased development and targets.

7.5.3.2 Applicants **should** provide funding and relevant transport data to support ongoing monitoring of the impacts from the development, to be agreed via the Travel Plan and S106 process.

7.5.3.3 Applicants **should** engage with the IRG and provide monitoring data as required including mode share monitoring, surveys and sensor based data collection, to demonstrate progress towards infrastructure delivery. This **should** include monitoring data regarding performance against the mode share targets.

8 Area Specific Strategy Approach

8.1 Growth Area Delivery Strategy

Hm01 (DBC) and H1, H2, H3, H4 (SADC)

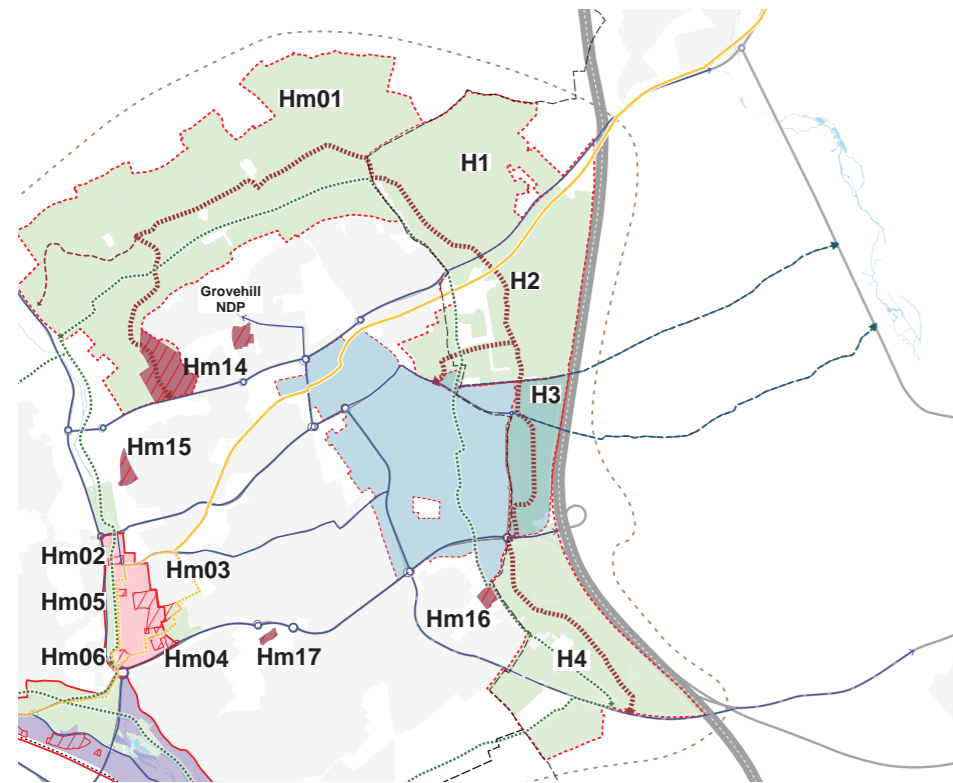


Figure 17 : HGC Growth Areas

8.2 Growth Area Delivery Strategy

Hm01 (DBC) and H1, H2, H3, H4 (SADC)

Introduction

The Growth Areas are the sustainable urban Garden Communities sites and include the site Hm01 in DBC (multiple landowners) and sites H1, H2, H3 and H4 in SADC. Authorities and strategic developer/landowners have worked together to produce the Framework Plan suite of evidence documents.

8.2.1 Growth Area

Opportunities

The Growth Area provides opportunities to:

- Deliver homes and infrastructure in a coordinated and comprehensive manner;
- Create well-designed, cohesive neighbourhoods through comprehensive masterplanning, integrating green infrastructure, community facilities and sustainable transport routes;
- Contribute significantly to housing targets while embedding Garden Community principles, including mixed-use development and walkable neighbourhoods;
- Provide significant employment opportunities, particularly 53 ha of employment land at East Hemel Central (H3) and Local Centres within each allocation;
- Be supported by the HGC evidence base including an updated HGC Framework Concept Plan and Hemel Hempstead Transport Study 2026.

8.2.2 Growth Area

Challenges

The challenges facing the Growth Areas (H1, H2, H3 and H4 and Hm01) are:

- Comprehensive and timely delivery of the Sustainable Transport Corridor;
- Further clarity on secondary school locations and playing pitch and sports facilities provision in Hm01 is required;
- Monitor and manage of the transport network to 2050 to enable further development beyond 2041.

Growth Area Delivery Strategy - Growth Area-Wide

- Residential
- Employment
- Neighbourhood centre
- Primary school
- Secondary school (SADC)
- Secondary school /Playing fields (DBC)
- Existing farmsteads as focal point
- Sustainable Transport Corridor (STC)
- STC Gade Valley route (subject to further study)
- J8 M1 Improvements to improve active, sustainable and vehicular access
- Green loop
- Nickey Line
- Nickey Line extension
- Active travel connection
- Pedestrian, cycle and bus links
- Land to be retained within Green Belt for Green Belt compatible uses, Green Belt enhancement, and SANG
- Existing areas of woodland to be retained
- Playing fields
- Country park
- Noise attenuation to M1

N.B. **Secondary school /Playing fields (DBC)** - The Authorities have confirmed that one secondary school is required for DBC site allocation Hm01. Two sites are shown on the Indicative Concept Plan within Hm01 site, both capable of delivery of a secondary school or playing fields. Secondary school and playing fields location to be confirmed, subject to land assembly, further technical studies and engagement with key stakeholders.

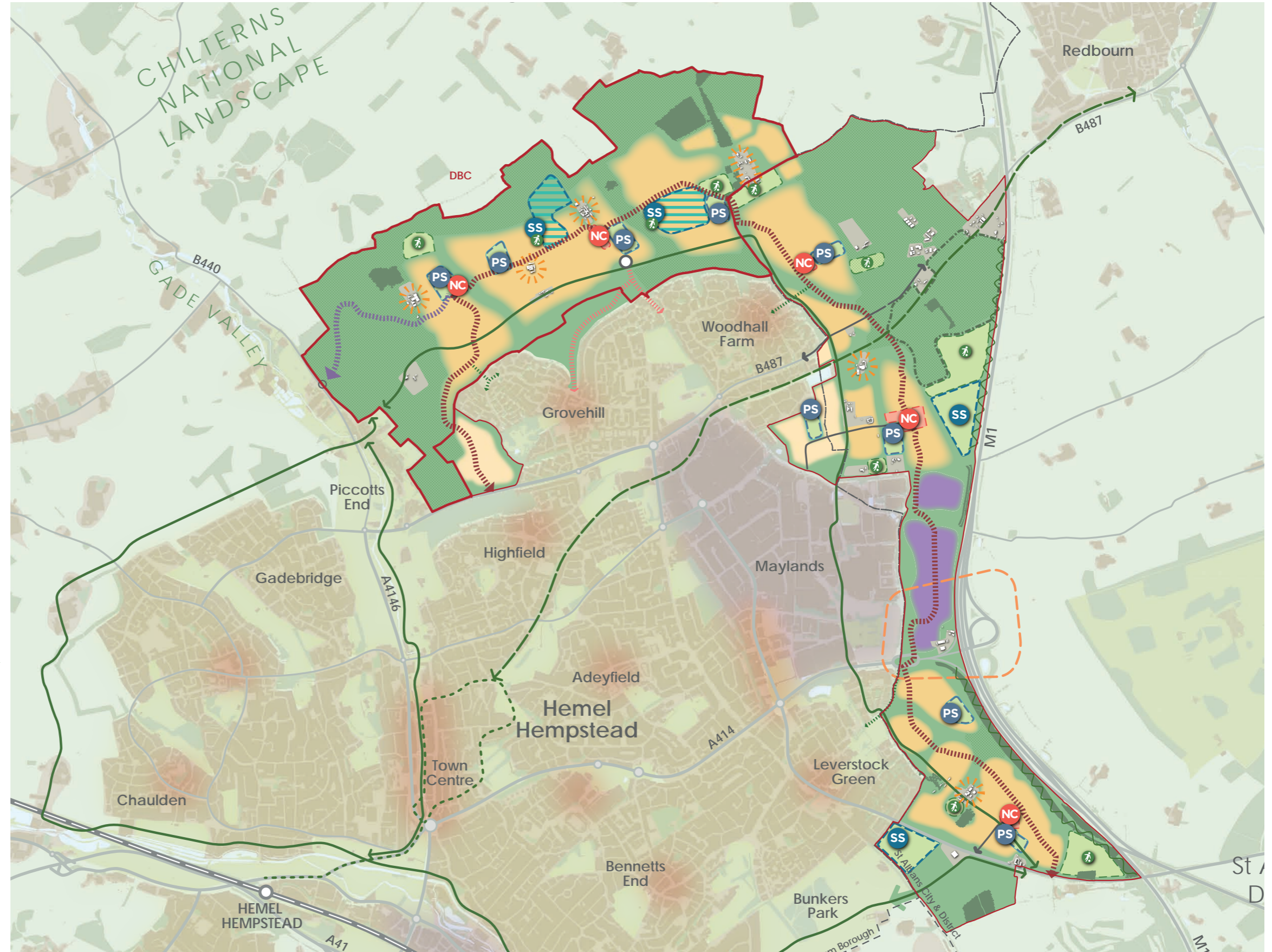


Figure 18 : Indicative Concept Plan for HGC Growth Areas (2026)

8.3 Growth Area Sites Delivery Strategy H1, H2, H3, H4 (SADC)



Figure 19 : HGC Growth Areas H1, H2, H3, H4 (SADC)

8.3.1 Sites H1, H2, H3, H4 - Introduction

The applicants representing sites H1, H2, H3 and H4 have worked closely with the Authorities and the HGC Programme Team to prepare Outline Planning Applications (OPA) for their respective sites through a PPA process.

The applicants have sought to align their masterplans and planning applications with the Local Plan policies, in parallel with the SADC Local Plan process.

The Crown Estate submitted an Outline Planning Application which covered sites H2, H3 and H4 in late 2025. Pigeon and Bloor Homes submitted an Outline Planning Application which covered site H1 in late spring 2026. The Authorities anticipate to determine the applications once the SADC Local Plan to 2041 has been adopted.

8.3.2 Growth Area Sites - H1, H2, H3, H4

Opportunities

Sites H1, H2, H3 and H4 provide opportunities to:

- Deliver self-sustaining vibrant neighbourhoods through comprehensive landownership across allocations H1-H4;
- Provide significant employment opportunities through East Hemel Central (H3) and Local Centres;
- Provision of Suitable Alternative Natural Space (SANG) through Country Park and Significant Green Space.

8.3.3 Growth Area Sites - H1, H2, H3, H4

Challenges

The challenges facing Sites H1, H2, H3 and H4 are:

- Ensure timely and coordinated delivery of infrastructure, including joint access from Hemel Hempstead Road / Redbourn Road to sites H1 and H2;
- To deliver strategic infrastructure required to support sites including Phase 1 and 2 of the M1 J8 improvements, the Sustainable Transport Corridor from the Hemel Hempstead Road/Redbourn Road to A4147, and improvements along the A414 strategic transport corridor.

8.4 Growth Area Sites Delivery Strategy Hm01 North Hemel Hempstead (DBC)

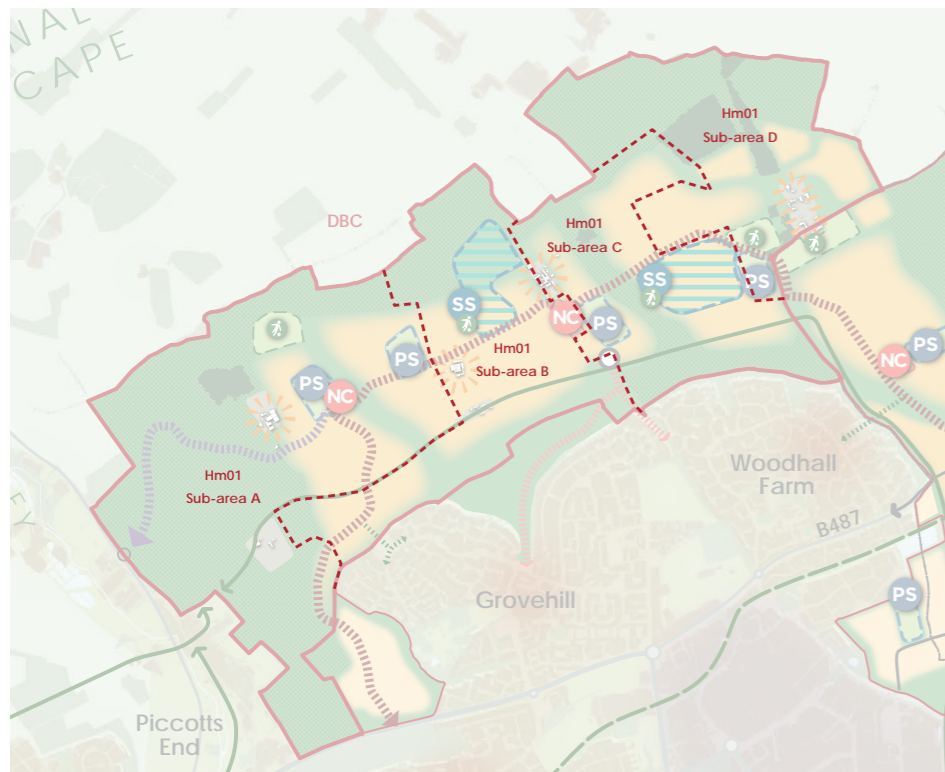


Figure 20 : HGC Growth Area Hm01 (DBC)

8.4.1 Site Hm01 - Introduction

Site Hm01 North Hemel Hempstead sits north of the existing town of Hemel Hempstead and will deliver 5,000 homes by 2050.

Land parcels should not come forward that do not relate to, or are isolated from, the remainder of the development.

DBC and HGC will play a key role in co-ordinating the delivery of the Hm01 with site promoters and/or landowners. Any proposed development is expected to adhere to a landowner Collaboration Agreement or equivalent.

8.4.2 Growth Area Sites - Hm01

Opportunities

Site Hm01 North Hemel Hempstead provide opportunities to:

- Deliver self-sustaining vibrant neighbourhoods through across allocation Hm01;
- Provision of Suitable Alternative Natural Space (SANG) through Country Parks and Significant Green Space;
- Since only one secondary school is required, there could be additional land for development, playing pitch or sports facilities provision.

8.4.3 Growth Area Sites - Hm01

Challenges

The challenges facing Site Hm01 are:

- Delivery of the Northern STC within the plan period from 2031/2;
- One secondary school required but two options in the Concept Plan, further refinement required;
- Multiple landowners within Hm01 which may require land assembly and the support of a development partner;
- The large scale of Hm01 and the number of landowners requires further clarity on infrastructure delivery for each key landowner.

Growth Area Sites Delivery Strategy Hm01 North Hemel Hempstead (DBC)

8.4.4 Growth Area - Hm01 - Sub-Areas and Phasing

Whilst there are two neighbourhoods (defined in F&T SPD Strategic Design Code 5.5) for Hm01, it is inevitable that each neighbourhood will come forward in a series of phases. Figure 21 sets out suggested sub-areas to aid in delivery and phasing. The Authorities have sub-divided the Hm01 North Hemel Hempstead Framework Concept Plan, setting out four infrastructure and landownership sub-areas.

The Hm01 Sub-areas are:

- **Sub-Area A** – Western part of the site, including access from the Leighton Buzzard Road and through Marchmont Farm;
- **Sub-Area B** – Western Central part of the site;
- **Sub-Area C** – Eastern Central part of the site;
- **Sub-Area D** – Eastern part of the site, which is adjacent to the H1 North Hemel allocation in SADC District.

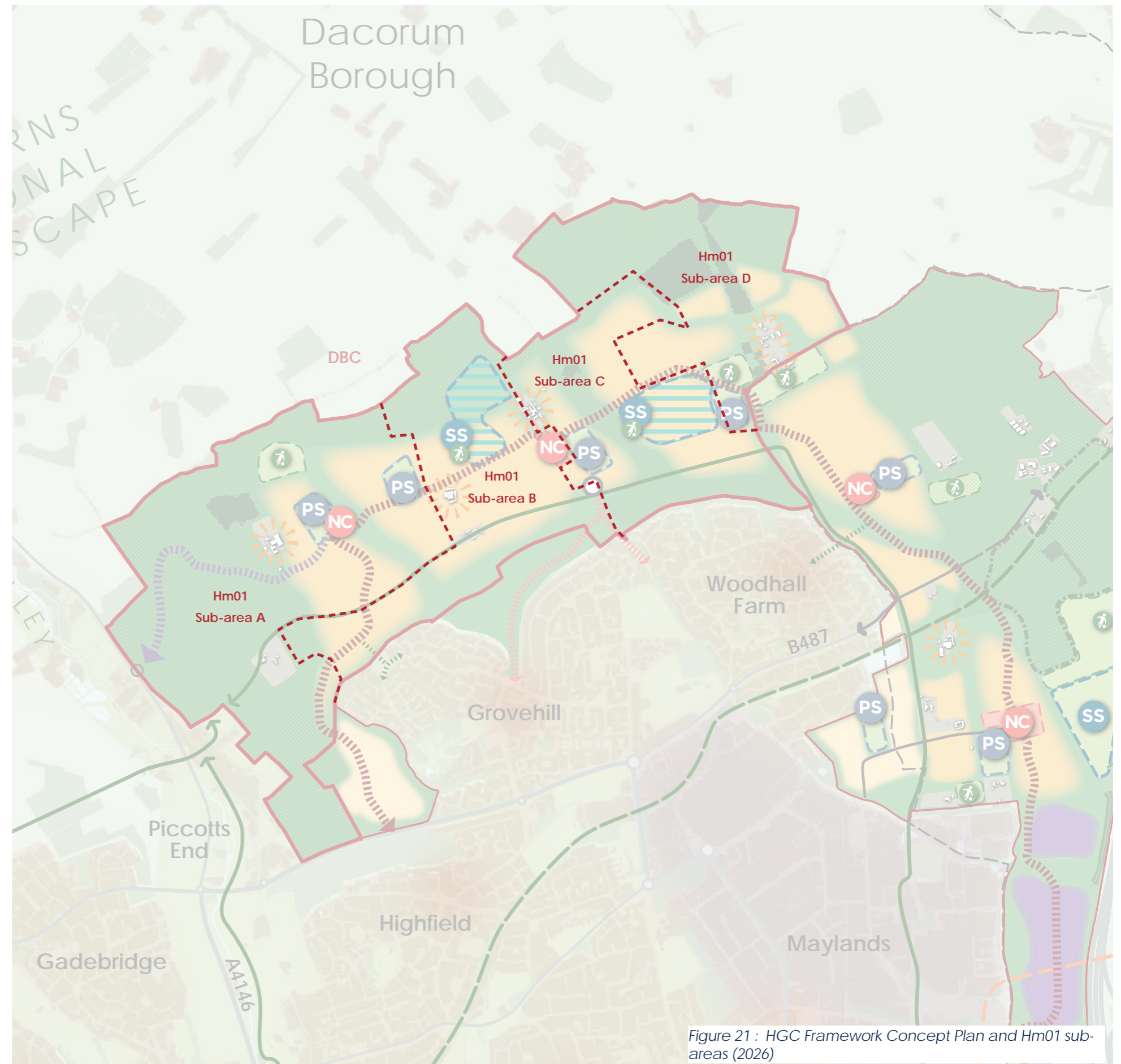

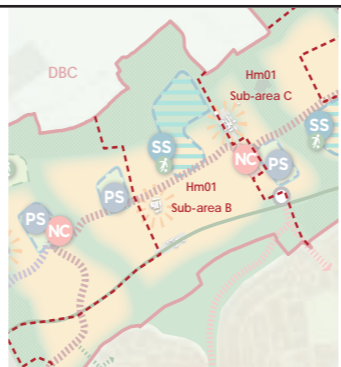
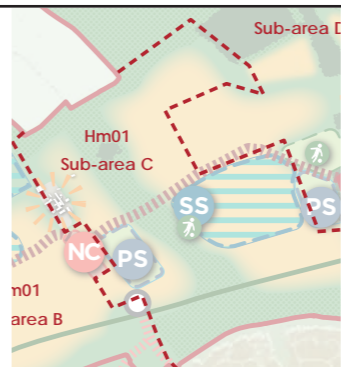
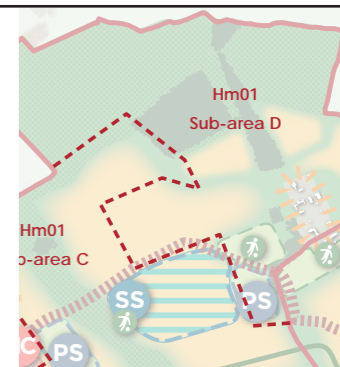


Figure 21 : HGC Framework Concept Plan and Hm01 sub-areas (2026)

8.4.5 Growth Area Sites Delivery Strategy - Hm01

Table 1 - Sub-Areas and Summary of Infrastructure Requirements (Source: North Hemel Garden Communities Growth Areas Infrastructure Phasing & Delivery Strategy / HGC IDP to 2050)

Infrastructure Type	Sub-area A	Sub-area B	Sub-area C	Sub-area D
				
Dwellings	<ul style="list-style-type: none"> ~1,504 homes 	<ul style="list-style-type: none"> ~1,593 homes 	<ul style="list-style-type: none"> ~1,172 homes 	<ul style="list-style-type: none"> ~807 homes
Transport	<ul style="list-style-type: none"> North Hemel Sustainable Transport Corridor (NSTC) HGC Green Loop (Dodds Lane) HGC Orbital Bus Service Mobility Hub in Local Centre Package of transport measures to mitigate future impacts on the network to the Local and Strategic Highways Network 	<ul style="list-style-type: none"> North Hemel Sustainable Transport Corridor (NSTC) HGC Green Loop (Dodds Lane, and continue on field track to Holtsmere End Lane) HGC Orbital Bus Service Mobility Hub in Local Centre Package of transport measures to mitigate future impacts on the network to the Local and Strategic Highways Network 	<ul style="list-style-type: none"> North Hemel Sustainable Transport Corridor (NSTC) HGC Green Loop (Dodds Lane, and continue on field track to Holtsmere End Lane) HGC Orbital Bus Service Contributions to Mobility Hub(s) Package of transport measures to mitigate future impacts on the network to the Local and Strategic Highways Network 	<ul style="list-style-type: none"> North Hemel Sustainable Transport Corridor (NSTC) Links to HGC Green Loop (Dodds Lane and Holtsmere End Lane) HGC Orbital Bus Service Contributions to Mobility Hub(s) Package of transport measures to mitigate future impacts on the network to the Local and Strategic Highways Network
Education	<ul style="list-style-type: none"> 2 x Primary Schools 1 x 50 place Childcare 0-2 years setting SEND Provision 	<ul style="list-style-type: none"> Secondary School (B or C) Contribution to Childcare SEND Provision 	<ul style="list-style-type: none"> 1 x Primary School Secondary School (B or C) SEND Provision 	<ul style="list-style-type: none"> 1 x Primary School 1 x 50 place Childcare 0-2 years setting SEND Provision
Health and Social Care	<ul style="list-style-type: none"> On-site Healthcare Provision - Medical Centre 	<ul style="list-style-type: none"> Contributions / Delivery of On-site Healthcare Provision 	<ul style="list-style-type: none"> Contributions / Delivery of On-site Healthcare Provision 	<ul style="list-style-type: none"> Contributions / Delivery of On-site Healthcare Provision
Emergency Services	<ul style="list-style-type: none"> Contributions to Emergency Services 	<ul style="list-style-type: none"> Contributions to Emergency Services 	<ul style="list-style-type: none"> Contributions to Emergency Services 	<ul style="list-style-type: none"> Contributions to Emergency Services
Community Facilities	<ul style="list-style-type: none"> Local (Neighbourhood) Centre Community Centre (Sub-Area A or D) Community facilities provision subject to discussion with Authorities at application stage 	<ul style="list-style-type: none"> Local (Neighbourhood) Centre Community facilities provision subject to discussion with Authorities at application stage 	<ul style="list-style-type: none"> Contributions to Community Facilities Community facilities provision subject to discussion with Authorities at application stage 	<ul style="list-style-type: none"> Community Centre (Sub-Area A or D) Contributions to Community Facilities Community facilities provision subject to discussion with Authorities at application stage
Green Infrastructure	<ul style="list-style-type: none"> Proportion of 96 hectares of on-site Suitable Alternative Natural Greenspace including Gade Valley Country Park Associated Green Infrastructure, in accordance with HGC Framework Plan evidence, as set out in the DBC Local Plan IDP and HGC IDP to 2050 	<ul style="list-style-type: none"> Proportion of 96 hectares of on-site Suitable Alternative Natural Greenspace Associated Green Infrastructure, in accordance with HGC Framework Plan evidence, as set out in the DBC Local Plan and HGC IDP to 2050 	<ul style="list-style-type: none"> Proportion of 96 hectares of on-site Suitable Alternative Natural Greenspace Associated Green Infrastructure, in accordance with HGC Framework Plan evidence, as set out in the DBC Local Plan and HGC IDP to 2050 	<ul style="list-style-type: none"> Proportion of 96 hectares of on-site Suitable Alternative Natural Greenspace Associated Green Infrastructure, in accordance with HGC Framework Plan evidence, as set out in draft DBC Local Plan and HGC IDP to 2050
Sports and Leisure	<ul style="list-style-type: none"> On-site delivery of Sports Facilities including Playing Pitches Contributions to Sports & Leisure Facilities 	<ul style="list-style-type: none"> On-site delivery of Sports Facilities including Playing Pitches Contributions to Sports & Leisure Facilities 	<ul style="list-style-type: none"> On-site delivery of Sports Facilities including Playing Pitches Contributions to Sports & Leisure Facilities 	<ul style="list-style-type: none"> On-site delivery of Sports Facilities including Playing Pitches Contributions to Sports & Leisure Facilities
Transformational Schemes	<ul style="list-style-type: none"> Off-site delivery / contributions to Transformational schemes 	<ul style="list-style-type: none"> Off-site delivery / contributions to Transformational schemes 	<ul style="list-style-type: none"> Off-site delivery / contributions to Transformational schemes 	<ul style="list-style-type: none"> Off-site delivery / contributions to Transformational schemes
Energy & Utilities	<ul style="list-style-type: none"> Utilities schemes as set out in the HGC IDP and likely delivered by Utilities Providers 	<ul style="list-style-type: none"> Utilities schemes as set out in the HGC IDP and likely delivered by Utilities Providers 	<ul style="list-style-type: none"> Utilities schemes as set out in the HGC IDP and likely delivered by Utilities Providers 	<ul style="list-style-type: none"> Utilities schemes as set out in the HGC IDP and likely delivered by Utilities Providers
Waste Management	<ul style="list-style-type: none"> Contributions to waste management schemes 	<ul style="list-style-type: none"> Contributions to waste management schemes 	<ul style="list-style-type: none"> Contributions to waste management schemes 	<ul style="list-style-type: none"> Contributions to waste management schemes

Growth Area Sites Delivery & Implementation Guidance

8.4.6 SPD Guidance - All sites in HGC Growth Area Hm01, H1, H2, H3 and H4

8.4.6.1 Applicants **should** have regard to the Hemel Hempstead Transport Study (2026) with particular regard to Appendix C – Sustainable Transport Corridor & Local Connections.

8.4.6.2 The phasing and implementation plan **must** show how the site development aligns with the delivery of infrastructure and utilities across the wider neighbourhoods and / or HGC Growth Areas.

8.4.6.3 Applicants **must** appropriately accommodate, and provide for, necessary strategic physical infrastructure that opens up successive, complementary development parcels to ensure the full development opportunity is realised over time.

8.4.6.4 Applicants **must** demonstrate through masterplanning how the site fits cohesively within the HGC Framework Plan Concept Area to ensure a joined-up approach to placemaking and infrastructure delivery.

8.4.6.5 A collaboration agreement or equivalent **should** be secured between H1 and Hm01 to ensure the successful delivery of the northern Sustainable Transport Corridor.

8.4.7 SPD Guidance - SADC Growth Areas H1, H2, H3 and H4

8.4.7.1 Applicants **must** collaborate on the delivery of the Hemel Hempstead Road / Redbourn Road junction, to provide joint access to H1 to H2.

8.4.7.2 Applicants within H1 **should** have regard to the North Hemel Garden Communities Growth Area Infrastructure Phasing and Delivery Strategy to ensure the successful delivery of the northern Sustainable Transport Corridor and that Proposals do not prevent delivery of other parcels.

8.4.8 SPD Guidance - DBC Growth Area Hm01

8.4.8.1 Applicants within Hm01 **should** have regard to the North Hemel Garden Communities Growth Area Infrastructure Phasing and Delivery Strategy to ensure the successful delivery of site-wide and sub-area infrastructure requirements,

8.4.8.2 Applicants and the Authorities **should** work together to identify the best solution for secondary school provision in Sub-Areas B and C. A collaboration agreement or equivalent **should** be secured due to the wider Hm01 allocation site requirement to provide a secondary school.

8.4.8.3 The Authorities **should** seek to progress further work to determine the location and localised needs for Sports Requirements across the HGC Programme Area, with the needs informed by a strategic evidence base.

8.5 Strategic Sites Delivery Strategy Site Hm11 and Hm13

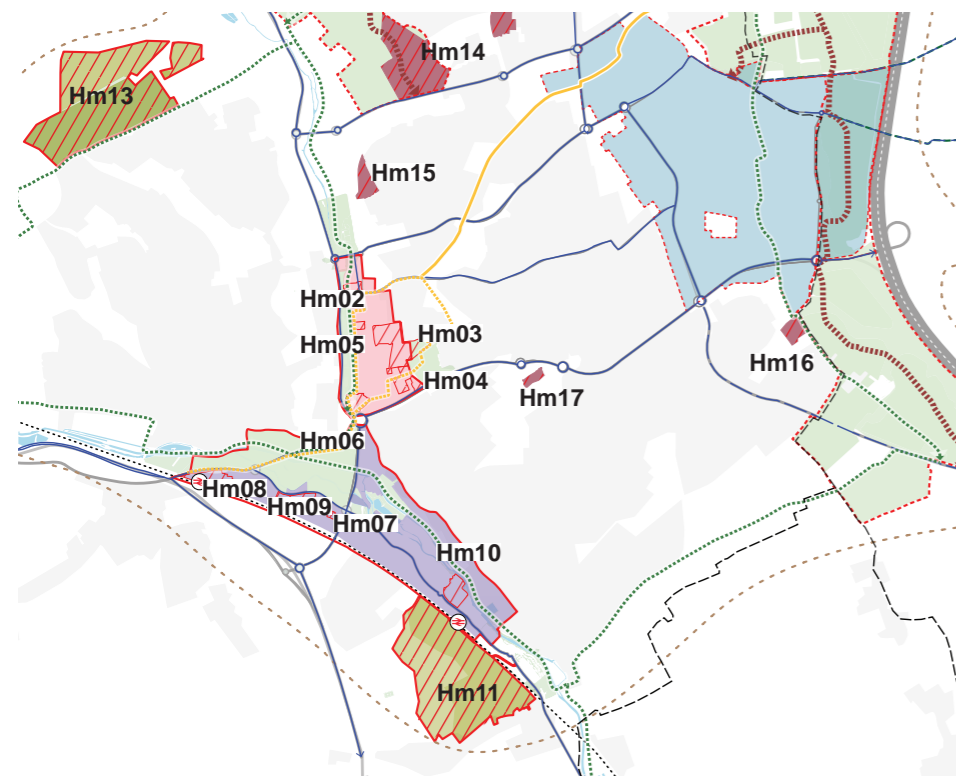


Figure 22 : HGC Strategic Sites Hm11 and Hm13 (DBC)

8.5.1 Strategic Sites

Introduction

Strategic Sites are developments of a large scale, approximately 500+ homes, which are beyond the Growth Areas in the wider HGC Programme Area. The Strategic Sites are:

- Hm11 Land at Shendish Manor and Fairfields (500 homes);
- Hm13 Polehanger Lane (750 homes).

8.5.2 Strategic Sites

Opportunities

The Strategic Sites provide opportunities to:

- Contribute significantly to housing targets while embedding Garden Community principles, including mixed-use development and walkable neighbourhoods;
- At Hm11, provide new development, access and infrastructure adjacent to Apsley railway station.

8.5.3 Strategic Sites

Challenges

The challenges facing the Strategic Sites are:

- Coordinated phasing and delivery of strategic infrastructure including transport, education, community sports provision and healthcare;
- High upfront infrastructure costs, including roads, utilities, and schools, which require substantial early investment and may impact cash flow;
- Early delivery of active and sustainable transport measures to ensure mode share shift and there are good options to travel sustainably across the Town;
- For Hm11 Land at Shendish Manor and Fairfields, car access is limited and via a circuitous route. The train line is a significant movement and integration barrier to the site.

Delivery & Implementation Guidance: Strategic Sites

8.5.4 SPD Guidance - Strategic Sites

Hm11 and Hm13

8.5.4.1 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.

8.5.4.2 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed HGC Green Loop.

8.5.4.3 Applicants **should** have regard to the latest and relevant guidance including the HGC Stewardship & Placemaking SPD.

8.5.5 SPD Guidance - Strategic Sites

Hm11 Land at Shendish Manor and Fairfields

8.5.5.1 Applicants **must** demonstrate how the proposed layout prioritises direct and convenient routes for walking, cycling, and public transport to reduce reliance on car travel.

8.5.5.2 Where appropriate and proportionate, Applicants **should** provide enhanced/accessible pedestrian and cycle links to Apsley Station, and deliver forecourt improvements and additional cycle parking, and further to the Grand Union Canal.

8.6 Town Centre Opportunity Area Delivery Strategy

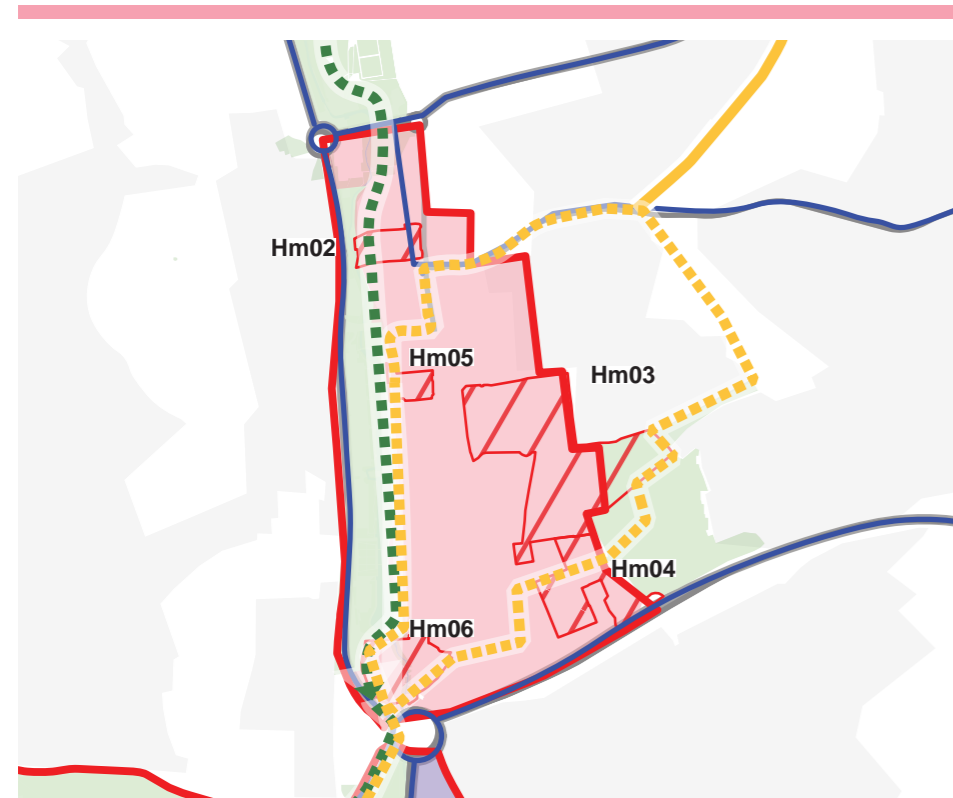


Figure 23 : HGC Town Centre Opportunity Area sites (DBC)

8.6.1 Town Centre Opportunity Area

Introduction

The Town Centre Opportunity Area vision is to create an inclusive, vibrant, and well-connected destination that celebrates its natural assets and heritage, following architect's Geoffrey Jellicoe New Town Vision as "a city in a park". It will be the place to create new opportunities for the delivery of homes, address the climate emergency, celebrate Hemel Hempstead's assets and promote cultural and leisure activities. The Town Centre Opportunity Area includes the sites:

- Hm02 Civic Centre (200 homes);
- Hm03 Hemel Hempstead Hospital (450 homes);
- Hm04 Paradise (350 homes);
- Hm05 Market Square (integrated Health Campus);
- Hm06 Riverside (500 homes);
- Windfall within the Town Centre Opportunity Area.

8.6.2 Town Centre Opportunity Area Opportunities

The Town Centre Opportunity Area provides opportunities to:

- Provide early delivery of homes, jobs, and open spaces;
- Support the delivery of mode share shift (Target 40% by 2050) across the town and supporting infrastructure, including the Nickey Line Extension that will connect the town centre to the Hemel Hempstead train station;
- Support and deliver the HGC Green Loop through the Town Centre;
- Improve connections between key destinations in the town with the town centre such as Hemel Hempstead station and Maylands Business Park;
- Regenerate the town centre through delivery of a mixed use town centre, with a blend of uses, new homes and health facilities, as a place to live, work, and enjoy;
- Improve the public realm through urban greening and design.

8.6.3 Town Centre Opportunity Area

Challenges

The challenges facing the Town Centre Opportunity Area are:

- Early delivery of active and sustainable transport measures to ensure mode share shift and there are good options to travel sustainably across the Town;
- Brownfield and site constraints such as remedial work or demolition work required before development can take place;
- Coordinated phasing and delivery of strategic infrastructure including transport and healthcare;
- Coordinated delivery of Green Infrastructure including Suitable Alternative Natural Greenspace (SANG) and Sports and Leisure facilities.

Delivery & Implementation Guidance: Town Centre Opportunity Area

8.6.4 SPD Guidance - Hm02, Hm03, Hm04, Hm05, Hm06

8.6.4.1 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.

8.6.4.2 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed HGC Green Loop.

8.6.4.3 Applicants **should** have regard to the latest and relevant guidance, including the Town Centre Vision and emerging Town Centre Masterplan and the HGC Stewardship & Placemaking SPD.

8.7 Two Waters Opportunity Area Delivery Strategy

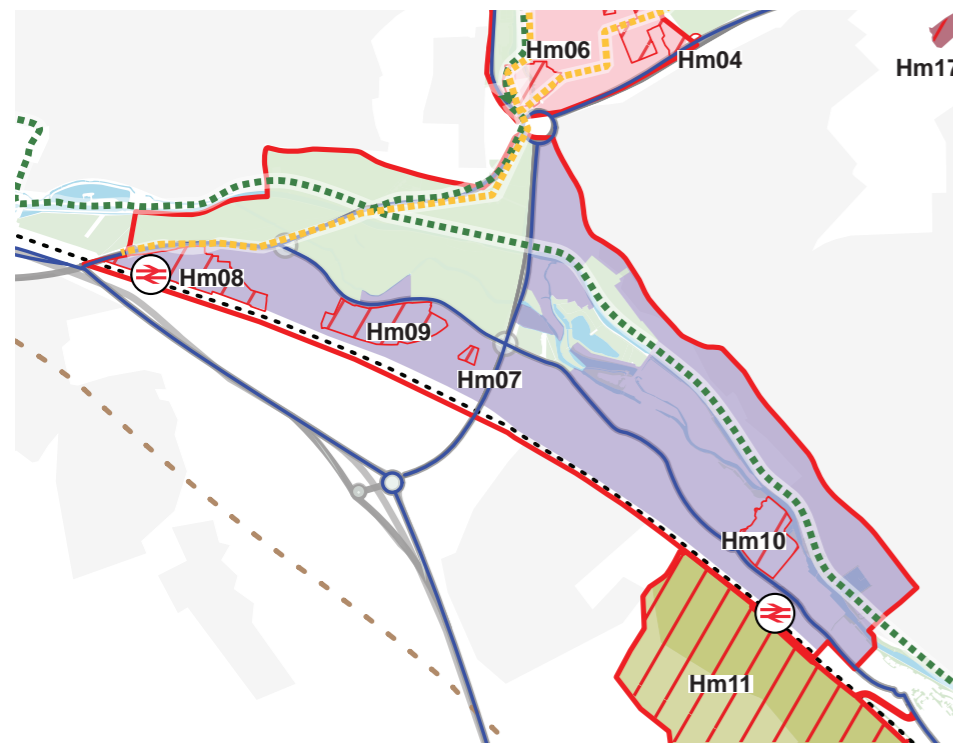


Figure 24 : HGC Two Waters Opportunity Area sites (DBC)

8.7.1 Two Waters Opportunity Area Introduction

Two Waters Opportunity Area vision is to become vibrant mixed use neighbourhood with an attractive sustainable gateway for the town at Hemel Hempstead train station, well connected through convenient walking and cycling routes, and much improved public transport opportunities linking Hemel Hempstead train station to the town centre, Maylands Business Park and other key destinations.

The Two Waters Opportunity Area sites include:

- Hm07 – Symbio Site, Whiteleaf Road (100 homes);
- Hm08 – Hemel Hempstead Station Gateway (390 homes);
- Hm09 - National Grid and 338-353 London Road (480 homes);
- Hm10 - Apsley Mills Retail Park (500 homes).

8.7.2 Two Waters Opportunity Area Opportunities

The Two Waters Opportunity Area provides opportunities to:

- Provide early delivery of homes, jobs, and open spaces;
- Support the delivery of mode share shift across the town and supporting infrastructure, including parts of the Green Loop that will connect Two Waters to the Town centre, Hemel Hempstead train station and Apsley train station;
- Regenerate the Two Waters Area through delivery of a mixed use town centre, with a blend of uses, new homes and health facilities, as a place to live, work, and enjoy.

8.7.3 Two Waters Opportunity Area Challenges

The challenges facing the Two Waters Opportunity Area are:

- Early delivery of active and sustainable transport measures to ensure mode share shift and there are good options to travel sustainably across the town;
- Brownfield and site constraints such as remedial work or demolition work required before development can take place;
- Coordinated phasing and delivery of strategic infrastructure including transport and healthcare, Suitable Alternative Natural Greenspace (SANG) and Sports and Leisure facilities;
- Pronounced topography, to the east, which descends from the Shendish Manor House towards the railway corridor and the Grand Union Canal. This change in level will have a significant impact on enclosure, views, access, and landscape integration of the sites;
- Delivering well-connected mixed use neighbourhoods, with some existing areas of poor connectivity;
- Regeneration of the Hemel Hempstead train station, in conjunction with the Station Gateway site (Hm08);
- Delivering high quality development, as well as connections to the Moors, despite the level changes and high pressure gas pipelines at the National Grid site (Hm09);
- Balancing existing retail facilities with new residential development and access to the canal, at Apsley Mills Retail Park site (Hm10).

Delivery & Implementation Guidance: Two Waters Opportunity Area

8.7.4 SPD Guidance:

Hm07, Hm08, Hm09, Hm10, Hm11

8.7.4.1 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed extension to the Nickey Line.

8.7.4.2 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed HGC Green Loop.

8.7.4.3 Applicants **should** have regard to the latest and relevant guidance, including the Two Waters Masterplan Document and the HGC Stewardship & Placemaking SPD.

8.8 Other HGC Programme Area Sites Delivery Strategy

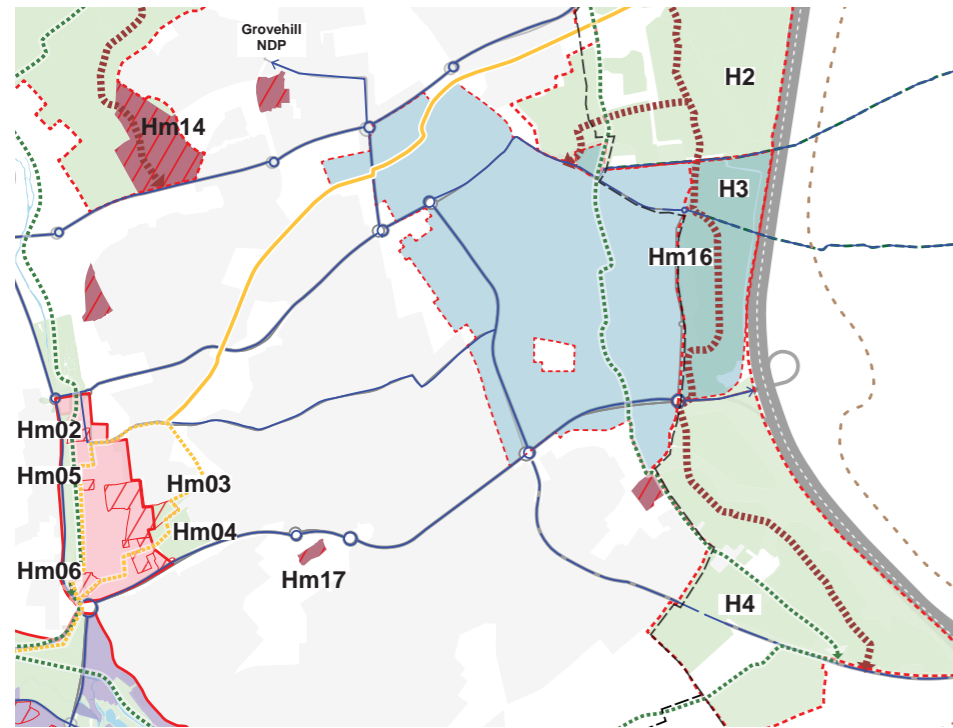


Figure 25 : Other HGC Programme Area sites

8.8.1 Other HGC Programme Area Sites - Introduction

Sites that do not fall within the HGC Growth Areas; Strategic Sites; Town Centre & Two Waters Opportunity Areas and are within the HGC Programme Area, are classed as other HGC Programme Area Sites. This includes the other DBC Local Plan allocations, sites from Neighbourhood Plans, as well as windfall development:

- Hm14 – Marchmont Farm (350 homes);
- Hm15 – Old Town (90 homes);
- Hm16 – Westwick Row (80 homes);
- Hm17 – Jarman Park (retail);
- Grovehill Neighbourhood Plan Site (200 homes);
- Windfall in the HGC Programme Area (2380 homes).

8.8.2 Other HGC Programme Area Sites

Opportunities

Other HGC Programme Area sites provide opportunities to:

- Provide early delivery of homes, jobs, and open spaces;
- Support the delivery of mode share shift across the town and supporting infrastructure, including parts of the Green Loop that will connect parts of the town to key destinations.

8.8.3 Other HGC Programme Area sites

Challenges

The challenges facing the other HGC Programme Area sites within the HGC Programme Area are:

- Early delivery of active and sustainable transport measures to ensure mode share shift and there are good options to travel sustainably across the town;
- Brownfield and site constraints such as remedial work or demolition work required before development can take place;
- Coordinated phasing and delivery of strategic infrastructure including transport and healthcare, Suitable Alternative Natural Greenspace (SANG) and Sports and Leisure facilities;
- Delivering well-connected mixed use neighbourhoods, with some existing areas of poor connectivity.

Delivery & Implementation Guidance: Other HGC Programme Area Sites

8.8.4 SPD Guidance - Other HGC Programme Area Sites

Hm14, Hm15, Hm16, Hm17, Grovehill Neighbourhood Plan & Windfall Development

8.8.4.1 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed extension to the Nickey Line.

8.8.4.2 Where appropriate and proportionate, Applicants **should** make contributions to and/or deliver improvements to the proposed HGC Green Loop.

8.8.5 SPD Guidance - Other HGC Programme Area Sites

Hm14 Marchmont Farm

8.8.5.1 Applicants **should** ensure connectivity through to Hm01 North Hemel Hempstead Growth Area.

8.8.5.2 Applicants **should** have regard to the Sustainable Transport Corridor (STC) specification as set out in the Hemel Hempstead Transport Study (HHTS 2026) in Appendix C – Sustainable Transport Corridor & Local Connections.

8.8.5.3 Applicants **should** have regard to the latest and relevant guidance, including the Maylands Masterplan, North Hemel Garden Communities Growth Area Infrastructure Phasing and Delivery Strategy, which forms part of the HGC IDP to 2050 and the HGC Stewardship & Placemaking SPD.

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A3: Delivering Transformation

June 2026



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9 A3 Delivering Transformation Overview

Role

Local Plan policies establish the basis for delivering transformation across the HGC Programme Area, including Policies LG2 and LG3 (St Albans City and District Council) and HGC1–HGC5 (Dacorum Borough Council), which require development to contribute to coordinated infrastructure delivery, high-quality placemaking, and wider environmental and social outcomes.

Policy LG2 (SADC) and Policy HGC1 (DBC) establish the overall scale of growth and the expectation that development will contribute to the transformation of Hemel Hempstead, including through the delivery of new communities and supporting infrastructure.

Policy LG3 (SADC) and HGC2 (DBC) set out the place principles that guide how this transformation is achieved in practice, requiring high-quality, integrated and sustainable development aligned with the HGC Spatial Vision and programme-wide approach.

Strategic Policy HGC4 (DBC) Two Waters Opportunity Area promotes regeneration of the Two Waters area as a sustainable mixed-use quarter, delivering employment-led development, new homes, infrastructure, and enhanced connectivity, particularly around the canal corridor and transport assets.

Strategic Policy HGC5 (DBC) Maylands Opportunity Area supports the continued evolution of Maylands Business Park as a strategic employment area, enabling renewal, intensification and diversification of uses to support economic growth, job creation and improved environmental quality.

Proposals that align with this guidance will be well placed to support the implementation of Local Plan policies and the wider HGC transformation agenda.

This section A3 provides further guidance and information on how transformation will be delivered across the Hemel Garden Communities Programme Area. It identifies the key opportunities and challenges and provides guidance to support the delivery of transformation. It builds on the three SPD objectives: One Place, Governance and Placemaking. Proposals that align with this guidance will be well placed to support the implementation of Local Plan policies and the wider HGC transformation agenda.

Transformation

Delivering transformation reflects the ambition set out in the HGC Garden Town Bid (2018), which established the aim “to deliver transformative growth as a catalyst to support wider socio-economic and environmental transformation across the town”, and is further set out in the HGC Spatial Vision (2021).

Transformation extends beyond physical development and infrastructure to include how people live, move and interact, embedding healthier lifestyles, behaviour change, climate resilience, biodiversity net gain, social inclusion, and the long-term stewardship of community assets and places. Delivering transformation requires proposals to go beyond site-specific mitigation and demonstrate how they support programme-wide change.

The transformation of Hemel Hempstead will be achieved through multiple ways including coordinated delivery of infrastructure (See Section A2 of this SPD), investment in infrastructure, enabling a shift towards sustainable travel, delivering integrated green and blue networks, and providing community assets that strengthen identity and improve quality of life. Together, these elements support the creation of a more connected, inclusive and resilient town for current and future residents.

A3 Structure

A3 Delivering Transformation is structured as follows:

- **Delivering Transformation Overview** provides further information and guidance related to Transformation and considerations for delivering transformation across the HGC Programme Area.
- **Transformational Guidance** sets out the strategic green corridors across the HGC Programme Area.
- **Nickey Line** provides implementation guidance for delivering upgrades to the Nickey Line and the proposed extension.
- **HGC Green Loop** provides implementation guidance for delivering the HGC Green Loop, a strategic figure-of-8 corridor across the HGC Programme Area.

9.1 HGC Framework & Transformation Objectives

The HGC Programme is founded on a bold ambition: to deliver transformative growth as a catalyst for wider socio-economic, cultural, and environmental change.

Transformation is not limited to physical infrastructure; it encompasses people, place, and systems through embedding healthier lifestyles, behaviour change, climate resilience, enhancing biodiversity net gain and social inclusion, and enabling the long-term stewardship of community assets.

The transformation of Hemel Hempstead will be achieved by investing in infrastructure, facilitating behaviour change and modal shift, delivering green and blue networks, community assets to strengthen identity, improving quality of life, and creating a more connected, inclusive, and resilient town for current and future residents.

This SPD’s objectives consider two central aspects to the HGC Programme: Delivery and Implementation set out in section A2; and Delivery Transformation, set out in this section. The following explains further how the SPD objectives relate to the delivery of transformation.

9.2 Achieving physical, social, economic and cultural transformation

Transformation of the HGC Programme Area encompasses multiple dimensions - physical, social, economic, and cultural. The HGC Programme Area is designed to act as the catalyst for comprehensive and inclusive change, ensuring benefits for both existing communities and future residents.

Delivering transformation for HGC means creating the full transport and green networks, alongside the wider infrastructure that underpins key strategies such as Green Infrastructure and Health and Wellbeing. It also includes investment in the town centre and local centres, ensuring they evolve as vibrant, accessible hubs. Together, these elements contribute to the vision of One Place - a unified, sustainable, and thriving Hemel Hempstead for present and future generations.

Informed by key workstreams - including the Framework Plan, Transport Vision and Strategy, and Green Infrastructure Strategy - **the physical transformation** of Hemel Hempstead will be achieved through new infrastructure, enhanced landscapes, and improvements to the appearance and functionality of the HGC Programme Area. These changes will complement and strengthen the town's existing character and landscape, creating a more connected and resilient environment, while stewardship arrangements will secure their long-term management and care.

The social transformation will be driven by evolving demographics, policy interventions, and new employment opportunities. By fostering engaged and empowered communities, the programme will enhance everyday life and strengthen social inclusion, ensuring positive outcomes for both current and future residents. Placemaking will provide inclusive spaces and opportunities for interaction, while stewardship will embed community ownership and responsibility, ensuring that social value is sustained over time.

The economic transformation will focus on identifying new opportunity sectors and employment industries, while building on Hemel Hempstead's established economic, manufacturing, and retail foundations. Responding to market trends - such as the decline of traditional manufacturing and the rise of technology and innovation, the programme aims to deliver sustainable growth, diversification, and long-term resilience.

The cultural transformation will celebrate Hemel Hempstead's rich heritage, traditions, and community identity, while embracing change to reflect the needs and aspirations of a diverse population. This balance of continuity and renewal will strengthen the town's cultural fabric and ensure it remains inclusive and vibrant, supported by placemaking that fosters pride of place and stewardship arrangements that secure the long-term care of cultural and community assets. Stewardship will ensure that economic assets and employment areas are managed in ways that continue to benefit both new and existing communities.

The below table identifies how the opportunities for physical, social, cultural and economic transformation can be achieved, through the Transformational Themes:


Transformational Theme	Physical	Social	Cultural	Economic
Green & Blue Infrastructure 	Resilient corridors, biodiversity net gain, climate-proofed infrastructure	Accessible open spaces supporting health and wellbeing, and inclusion	Reinforces identity through landscape character, heritage, and stewardship	Enhances land value, attracts investment, reduces long-term climate costs
Transport & Mobility 	Active travel networks, public transport hubs, reduced car dependency	Behaviour change, healthier lifestyles, improved accessibility	Shifts culture and behaviour around mobility	Productivity gains from reduced congestion, improved connectivity, innovation in mobility services
Placemaking 	Delivery of social infrastructure, housing, and public realm	Inclusion, participation, stewardship, community voice activation	Art, culture, engagement, heritage integration	Supports local economies, skills development, long-term investment confidence

Figure 26 : Achieving physical, social, economic and cultural transformation


9.3 Opportunities of transformation

To deliver quality of place and town-wide transformation, three themes have been carried forward and applied to the HGC Programme Area from the work undertaken on HGC Framework Plan - Green & Blue Infrastructure, Transport & Mobility, and Placemaking - together they provide a framework for achieving this ambition and opportunity.


Each theme represents a pillar (or pillars) of change and links back to the HGC Spatial Vision. Together the themes form an integrated strategy that ensures every intervention contributes to the shared identity, inclusivity, and sustainability of HGC. The quality of place and transformation will be achieved through:

 **Green & Blue Infrastructure** - ensuring that nature, resilience, and biodiversity are embedded across the town, creating a common landscape identity and accessible networks that connect communities. This will be achieved through delivery of the following:

- Strategic Environments and Green Corridors including the Grand Union Canal;
- Local Green Corridors including HGC Green Loop, Nickey Line, St. Albans Link;
- Access to wider countryside;
- Blue Corridors and SuDS;
- Parks and Gardens, SANG and open spaces;
- Protection of the Chiltern Beechwood "Special Area of Conservation" (SAC);
- Habitat spaces for ecology;
- Productive landscapes;
- Wider connections;
- Water environment improvement;
- Urban Tree Canopy;
- Structural planting landscape buffers.

 **Transport & Mobility** - delivering the physical and behavioural shift needed to unify neighbourhoods, centres, and employment areas, making sustainable travel the default choice and strengthening connectivity across the HGC Programme Area and to the surrounding area. This will be achieved through delivery of the following:

- Achieving sustainable mode share targets of 60% of journeys by sustainable and active modes in the Growth Areas, and 40% of journeys by sustainable and active modes across all other HGC Programme Area sites by 2050;
- Delivering Key and Local Networks;
- The Sustainable Transport Corridor; including Northern Strategic Transport Corridor (STC);
- Improved sustainable access to key destinations;
- Interventions to support wider active travel and sustainable transport;
- Hertfordshire Essex Rapid Transit (HERT);
- Mobility hubs;
- Local Cycling Walking and Infrastructure Plan (LCWIP) routes and the delivery of interventions set out in the Hemel Hempstead Sustainable Transport Study;
- Renewable energy and low carbon technologies.

 **Placemaking** - putting Quality of Place and people at the heart of transformation, ensuring that social infrastructure, cultural identity, and stewardship mechanisms bind new and existing communities together into one cohesive town. This will be achieved through delivery of the following:

- Providing a comprehensive plan for the HGC Programme Area;
- Provision of community facilities and services;
- Improvements to existing local centres;
- New local centres and schools;
- Sports, leisure and recreation facilities;
- Arts and cultural provision;
- Diversity of land use;
- Employment opportunities and delivering the Herts IQ Vision;
- Stewardship and maintenance;
- Community Development and Engagement;
- Delivering quality of place with gateway buildings, edge treatment, preserving views and vistas;
- Preserving heritage assets including farmsteads, hamlets, heritage and historic buildings and taking opportunities to draw on the historic environment to shape the character of new places.
- Embedding climate resilience, low carbon design and renewable energy provision.

9.4 Overarching themes

By structuring the quality of place and transformation through these three themes, the HGC Programme Area can deliver growth that is coordinated, inclusive, and future-proofed. Each theme contributes to the four measures of transformation - physical, social, cultural, and economic - but it is their integration that achieves the One Place vision and its objectives: creating a town that grows as a single, connected entity, with shared infrastructure, identity, and stewardship.

These themes support the transformation of the town and the delivery of the key overarching themes set out in the Spatial Vision: to support **healthy lifestyles** and **climate resilience**.



Climate Resilience - Climate resilience is supported through the Local Plan policy framework, including Policies CC1, CC2, CC3, CC4 (DBC) and SP1, CE1 and CE2 (SADC), which establish the need for development to respond to climate change and contribute to long-term environmental sustainability. In the context of HGC, this also forms a key component of delivering wider transformation across the HGC Programme Area including through:

- The delivery of **Green and Blue Infrastructure** will support the mitigation of flood risk, urban cooling and enhance biodiversity.
- **Transport and Mobility** interventions will facilitate mode share shift towards sustainable and active travel to support the lowering of transport related emissions.
- A strong focus on high-quality **Placemaking** will support climate resilience by creating well-connected, liveable neighbourhoods.

Together the themes establish a strategic approach to the climate crisis supporting the delivery of town-wide climate resilience.



Healthy Lifestyles - Healthy lifestyles are supported through the Local Plan policy framework, which promotes active, inclusive and well-designed places that contribute to improved health and wellbeing. In the context of HGC, this forms a key component of delivering wider transformation across the HGC Programme Area including through:

- **Green and Blue Infrastructure** provides accessible networks of open spaces and green corridors that promote recreation, physical activity, connection to nature and improved mental wellbeing.
- **Transport and Mobility** improvements will facilitate active travel, supporting walking cycling and wheeling, and improving air quality.
- High quality **Placemaking** integrates these elements within well-designed walkable neighbourhoods with locally accessible services, community uses, and opportunities for play and leisure.

This strategic place-based approach addresses the wider determinants of health, by shaping places that encourage active lifestyles, support long-term wellbeing and foster connected communities.

The development of guidance and themes has been informed by the HGC Health and Wellbeing Strategy (2025) and healthy lifestyles are supported by wider policy through the Local Plans' Policies.



Figure 27 : Visualisation of Neighbourhood Street scene, illustrative purposes only

9.5 Delivering transformation

Delivering transformation at the scale proposed, including elements such as transport corridors, country parks, green networks and the expansion of Maylands Business Park at Hertfordshire Innovation Quarter (Herts IQ), requires a coordinated approach. This presents opportunities to:

- Bring land together to enable the delivery of strategic infrastructure;
- Align infrastructure provision across multiple sites to create a well-connected place;
- Secure forward funding and investment to support early delivery;
- Enable cross-authority collaboration to align priorities and resources; and
- Establish clear governance to support pooled funding, effective project management, and accountability.

To realise these opportunities, development should be planned and coordinated in accordance with Local Plan policy and the guidance contained in this SPD, including section A2. Applicants should also have regard to relevant guidance including the IDPs, the Spatial Vision and future design guidance.

9.5.1 Challenges of transformation

Applicants are required to work collaboratively with the Authorities to ensure infrastructure is delivered ahead of occupation and that proposals do not prejudice wider strategic provision (See A2).

The key elements of infrastructure essential to enable transformation include:

- **Transport & Mobility:** Sustainable Transport Corridor, Hertfordshire Essex Rapid Transit, M1 Junction 8 improvements including Green Lane roundabout improvements, Mode Share Shift, Nickey Line, Green Loop;
- **Education:** Safeguarded land for schools and Early Years provision, phased with housing delivery;
- **Green & Blue Infrastructure:** SANG, Country Park, urban greening, accessible natural greenspace, biodiversity net gain;
- **Social & Community Infrastructure:** Health, wellbeing, sports and leisure facilities, cultural spaces, regeneration of Hemel Hempstead Town Centre and local centres;

- **Economic Infrastructure:** Expansion of Maylands Business Park and Herts IQ, diversification into technology and innovation sectors;
- **Energy Infrastructure:** For larger sites consider installation of heat networks, aquifer (where appropriate), low carbon technologies, and ground source heat pumps for communal buildings/dwellings;
- **Quality of Place:** Current Authorities' guidance, and future strategic design guidance in support of the placemaking objective for the HGC Programme Area sites;
- **Stewardship:** Long-term governance and funding mechanisms to sustain assets and embed community ownership.

9.5.2 Stewardship

The intention of the Stewardship and Placemaking SPD is that the stewardship of assets created through development across the HGC Programme Area will be managed, maintained, and enhanced in perpetuity, embedding community ownership, resilience, and pride of place. By aligning with the Hemel Garden Communities Spatial Vision, stewardship provides the foundation for long-term transformation and the One Place objective.

The approach to stewardship is set out in further detail within the S&P SPD, which identifies a preferred delivery model with an umbrella stewardship body approach to its governance and established as a not for profit Company Limited by Guarantee, with charitable status. The approach ensures:

- Consistency and equity in asset management across the HGC Programme Area;
- Community representation through a Board including residents, local organisations, and partners;
- Flexibility to evolve functions and responsibilities over time;
- Transparency and accountability in governance, finance, and delivery;
- A mixed income and charging framework combining affordable service charges, commercial revenues and grants to secure resilience and affordability;
- Applicants are expected to submit a Stewardship Statement which will demonstrate how stewardship will secure the long-term management of public open space and community assets.

9.5.3 Governance for delivering transformation

As set out in A1 Section 5 Governance, The HGC Programme is a partnership, bringing together the relevant local authorities and delivery partners to coordinate and support the planned growth across the HGC Programme Area.




HGC operates in a coordinating and advisory capacity and does not exercise statutory planning functions. All formal planning functions, including decision-making on planning applications and enforcement, remain solely with the respective Local Planning Authorities (LPAs).

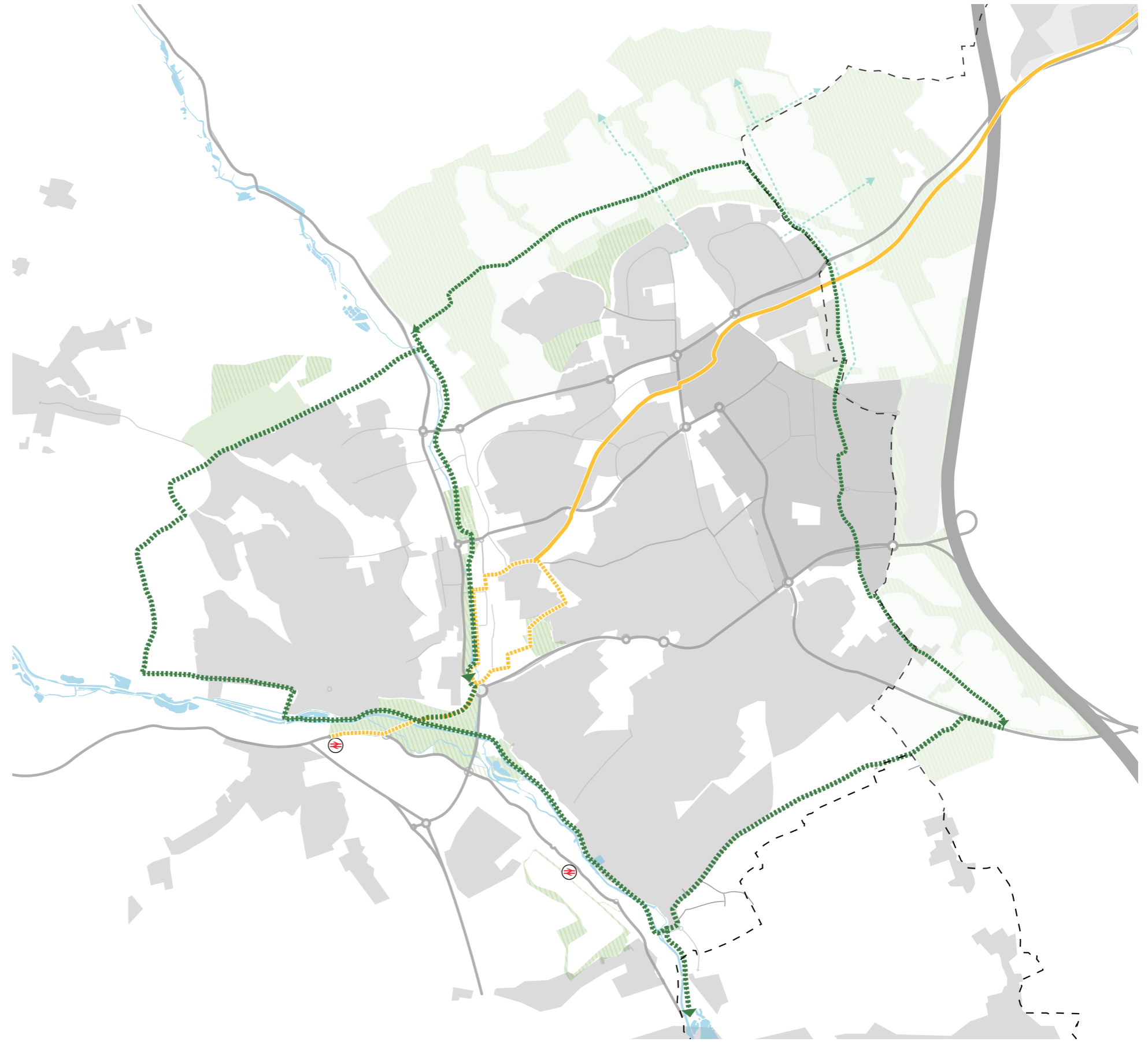
Delivery, including transformation, is overseen through the Programme's governance framework and each respective Authority's decision-making governance, to ensure coordination, accountability and transparency as growth is brought forward. The governance framework is intended to:

- Align delivery with the HGC evidence base, including relevant policies, guidance and studies;
- Support the timely provision of strategic and early infrastructure alongside development;
- Enable fair apportionment of costs, including pooled funding and long-term stewardship arrangements;
- Support a coordinated approach to stewardship and transformation across the HGC Programme Area; and
- Facilitate collaborative working between authorities, developers and stakeholders to achieve the One Place vision.

10 Transformational Guidance

The Strategic Green Corridors are key elements of town-wide transformation - delivering key active travel routes for cyclists and pedestrians and habitat corridors for wildlife. The routes will connect new communities in the Growth Areas and Strategic Sites, new and existing development within the town and existing communities to new Suitable Alternative Natural Greenspace (SANG) provision, local green spaces, the Grand Union Canal, Hemel Hempstead and Apsley Railway Stations and the Maylands employment area.

-  Nickey Line
-  Nickey Line Extension
-  Green Loop



Nickey Line
 The Nickey Line is a footpath and cycleway, part of the National Cycle Network (Route 57), providing attractive urban, countryside and woodland walks. The route provides opportunities for sustainable travel and access to nature, for those already living in the area but also on the doorstep of the HGC Growth Areas.

Nickey Line Extension
 The Nickey Line route will be extended between the town centre and Hemel Hempstead Railway station to create a continuous greenway improving sustainable access to the train station, and connecting the existing town with the new garden communities, Redbourn and Harpenden.

Green Loop
 The Green Loop is a new town-wide figure-of-8 which will provide a greenway connecting the new garden communities with destinations around the New Town (including the River Gade, Gadebridge Park, Town Centre, Water Gardens, River Bulbourne, Grand Union Canal, Bunkers Park and Maylands Business Park, Herts IQ) and the Chilterns National landscape via the Chiltern Way.

Figure 28 : Strategic Green Corridors Plan

11 Nickey Line



11.1 Nickey Line Transformational Vision

The Nickey Line is a pleasant green corridor, a footpath and cycleway, and part of the National Cycle Network (Route 57), providing attractive countryside and woodland walks, as well as a traffic free route to school or work. The route provides opportunities for sustainable travel and access to nature, for those already living in the area but also on the doorstep of the HGC Programme Area.

HGC’s transformational agenda supports the delivery of a connected and coherent active travel network across the HGC area. Key projects include active and sustainable travel interventions and improvements to greenway routes such as the Nickey Line.

The Nickey Line will be extended between Adeyfield Road to Hemel Hempstead Station through two routes - one to provide for commuters and shoppers, weaving more directly into the town centre, and one for leisure through Paradise Fields. Nickey Line will become a well-used active travel corridor, providing a green link from Harpenden Station, through Redbourn, the Growth Areas and Hemel Hempstead Town Centre to the railway station.

As well as providing a key active travel corridor, the Nickey Line will also continue to support ecological connectivity, linking habitats across the HGC Programme Area and to the wider countryside. In ecologically sensitive areas including woodland and designated habitats, lighting must be sensitively designed to protect wildlife.

11.1.1 Transformational Guidance

The route has seen a range of improvements over recent decades, and this code seeks to set out a clear vision for future enhancements.

The following pages set out a coding plan and guidance relating to a number of improvements which will support the delivery of the Nickey Line Transformational Vision.

The coding is not intended to be exhaustive nor to capture all ongoing workstreams which are subject to change and further development.

These projects were identified within the Nickey Line Vision and Strategy (2025)(NL V&S), and do not seek to replace the strategy framework outlined within the NLV&S. This guidance does not seek to establish the prioritisation of these interventions. Decisions on prioritisation will be considered separately through delivery, funding and programme management processes.

The SPD sets out the strategic interventions and does not cover detailed design matters.

Through the PPA process, Applicants will work with the Authorities to agree how development will deliver and /or contribute to the delivery of transformational projects such as the strategic green corridors including the Nickey Line.

11.1.2 Delivery

Workstreams to deliver enhancements to the Nickey line continue to evolve alongside the wider HGC programme. The Nickey Line Vision and Strategy (2025) provides a detailed strategic framework for improvement and extension of the route.

Further detail on proposals can be found within the following documents: Nickey Line Vision & Strategy, Local Cycling and Walking Infrastructure Plan, Hemel Hempstead Sustainable Transport Study.

Ongoing works and planned upgrades to the Nickey Line are focused on making this well-used walking and cycling route smoother, safer and more accessible for everyday trips as well as leisure. Recent investment through the HGC Programme has included resurfacing key sections (including Queensway to Redbourn Road, building on earlier improvements), helping to create a more durable, higher-traction surface and a more reliable year-round route.

Alongside these physical improvements, the NL V&S sets out longer-term ambitions to strengthen connections, improve access points and wayfinding, and better link the corridor into Hemel Hempstead’s wider active travel network — including an aspiration to reconnect the route through the town centre to the railway station to support door-to-door sustainable travel.

11.1.3 Key Partners

Delivering improvements on the Nickey Line relies on coordinated input from a range of organisations and stakeholders, including:

- Hertfordshire County Council - Highway Authority and Rights of Way;
- The Authorities;
- Local communities and ward councillors;
- Landowners and developers;
- Stakeholders (including Redbourn Parish Council, Walk Wheel Cycle Trust, Friends of the Nickey Line).



Figure 29 : Visualisation of The Nickey Line (illustrative purposes only)

11.2 Nickey Line Sections Overview

The Nickey Line has been split into 9 sections reflecting different character areas. Each of these Nickey Line sections has its own coding in the pages that follow.

Section 1: Hemel Hempstead Station to Keens Field

Approximately 4.3km long new section, connecting Hemel Hempstead Railway Station, the town centre and the start of the existing route at Adeyfield Road. This extended section has two routes merging at the Plough roundabout, one running through the town centre and another through open space - one to provide for commuters and shoppers, weaving more directly into the town centre, and one for leisure through Paradise Fields.

Section 2: Keens Field

After the two extension routes merge at Adeyfield Road, the 0.6km section of the route travels through Keens Field park/open space, via mainly narrow off-road paths.

Section 3: Highfield Residential Area

This section of the Nickey Line is approximately 1.6km long and cuts through a residential area.

Section 4: Maylands Business Park

A 1.4km (approx.) section of the Nickey Line traverses the industrial Maylands Business Park.

Section 5: Woodhall Farm Residential Area

Approximately 1.6km long section of the route which is set within a predominantly residential area.

Section 6: HGC Growth Areas

This 1.8km section of the route currently sits in a rural context but is within the HGC Growth Areas which will bring forward housing to 2050.

Section 7: Redbourn

A 2.7km stretch of the route which traverses Redbourn, through a mixed urban/rural boundary area.

Section 8: Redbourn to Harpenden

A rural section of the Nickey Line, approximately 2.1km long, that connects Redbourn and Harpenden

Section 9: Harpenden

This 2.4km section includes the existing end of the Nickey Line as well as a proposed extension, and traverses the urban area within Harpenden, which includes residential, commercial, schools and Harpenden train station.

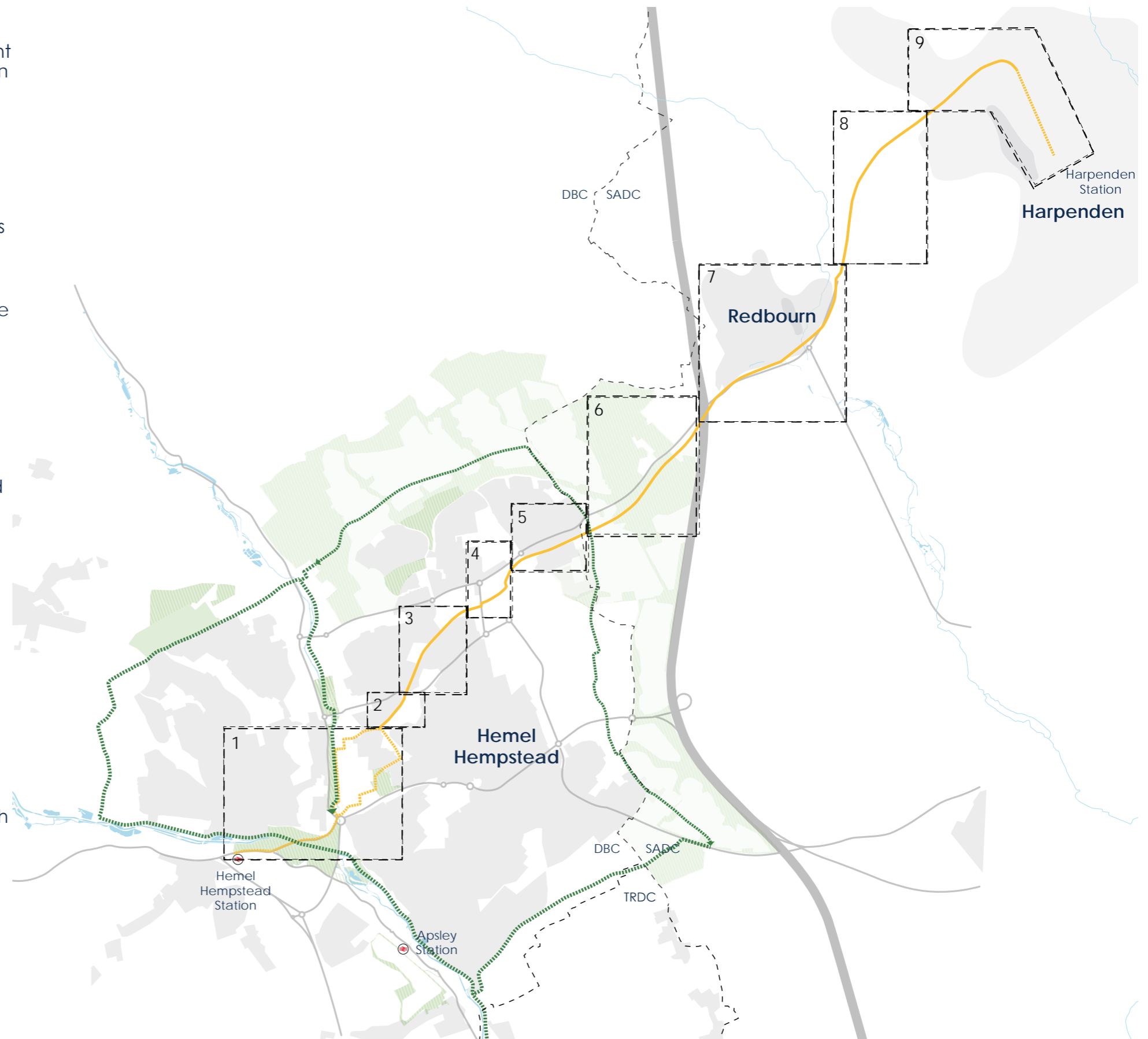


Figure 30 : Nickey Line Sections Plan

The Nickey Line

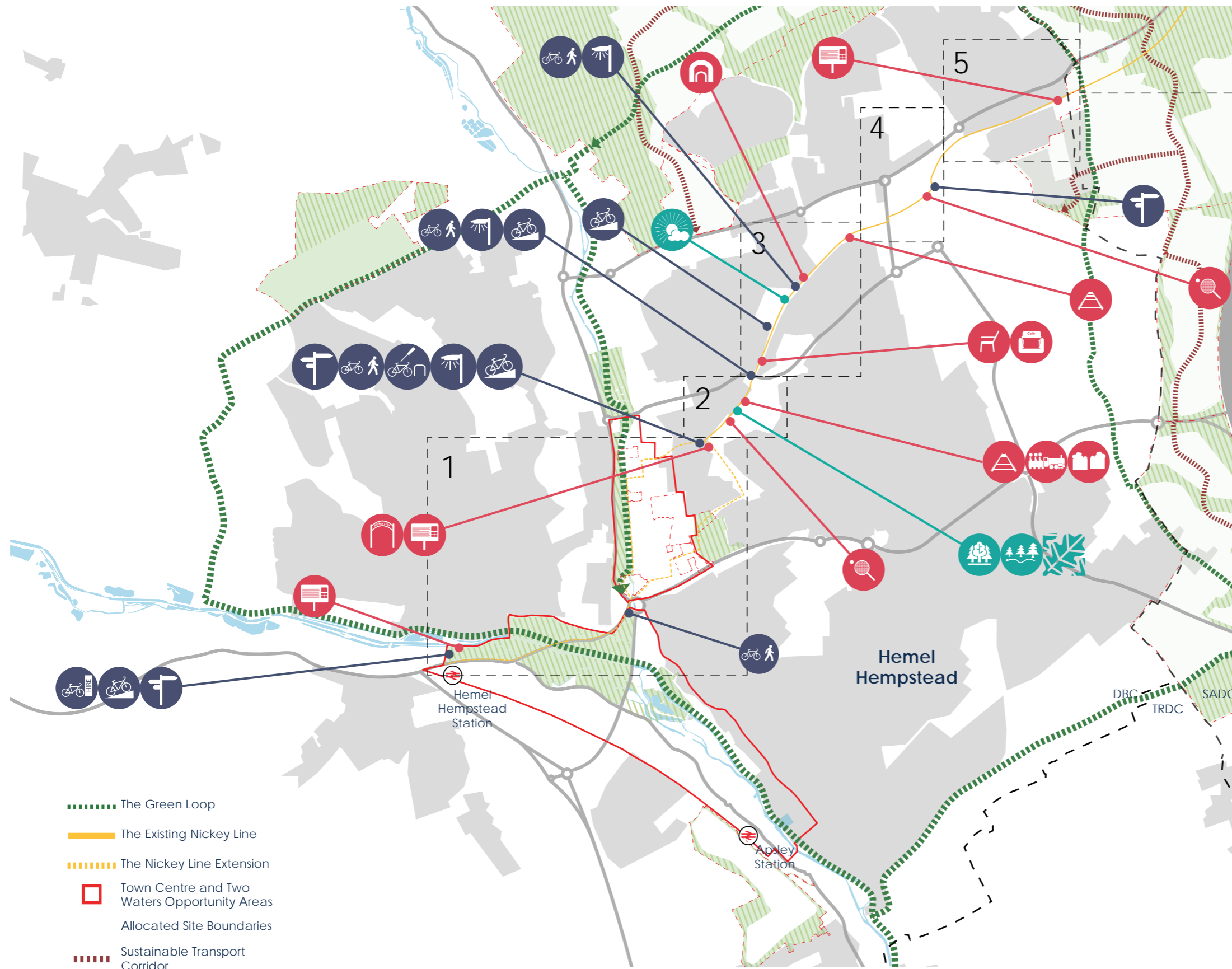


Figure 31 : Nickey Line Transformative Interventions within DBC

11.3 DBC Coding Plan

This coding plan shows transformational projects which will support improvements to the Nickey Line within DBC. This will help applicants, authorities and external partners implement appropriate improvements to the Nickey Line. The following sections explain the coding requirements for each Nickey Line Section.

Green and Blue Infrastructure

- Natural lighting
- Natural edges
- Urban greening measures
- Biodiversity measures
- Natural surfacing materials
- Sustainable urban drainage (SuDS)

Transport and Mobility

- Wayfinding
- Cycle hire
- Space for cyclists and pedestrians
- Cycle stop
- Lighting
- Improved cycle access

Placemaking

- Places to rest, stop and relax
- Railway tunnel improvements
- Mini train ride
- History and heritage trails
- Utilise historic railway features
- Informal food growing
- Gateway features
- Kiosks/Cafes
- Play for all
- Parklet

The Nickey Line

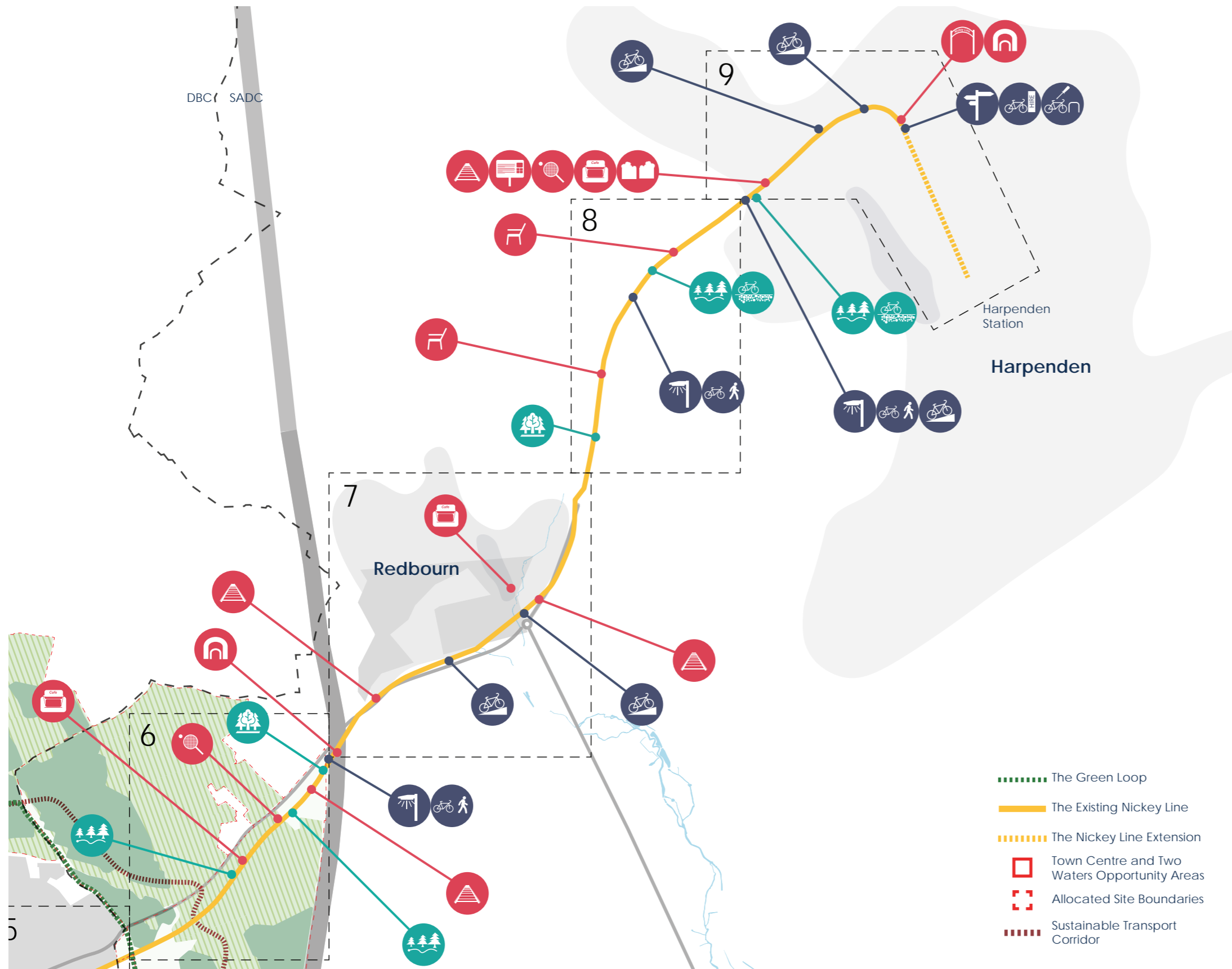


Figure 32 : Nickey Line Transformative Interventions within SADC

11.4 SADC Coding Plan

This coding plan shows transformational projects which will support improvements to the Nickey Line within SADC. This will help applicants, authorities and external partners implement appropriate improvements to the Nickey Line. The following sections explain the coding requirements for each Nickey Line Section.

Green and Blue Infrastructure

- Natural lighting
- Natural edges
- Urban greening measures
- Biodiversity measures
- Natural surfacing materials
- Sustainable urban drainage (SuDS)

Transport and Mobility

- Wayfinding
- Cycle hire
- Space for cyclists and pedestrians
- Cycle stop
- Lighting
- Improved cycle access

Placemaking

- Places to rest, stop and relax
- Railway tunnel improvements
- Mini train ride
- History and heritage trails
- Utilise historic railway features
- Informal food growing
- Gateway features
- Kiosks/Cafes
- Play for all
- Parklet

11.5 Nickey Line Section 1: Hemel Hempstead Station to Keens Field

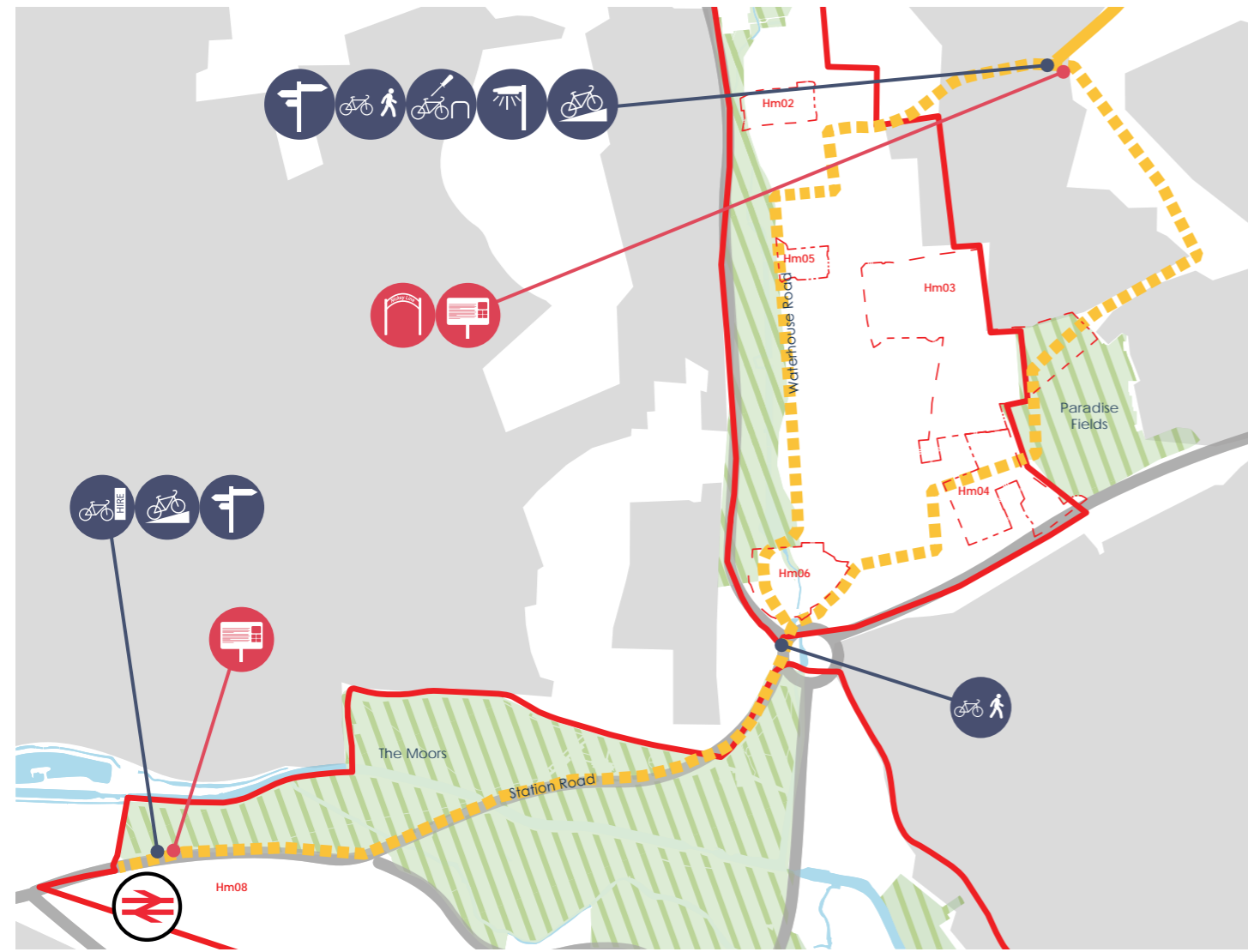


Figure 33 : Nickey Line Section 1



Figure 34 : Nickey Line Section 1

11.4.1 Transport & Mobility

11.4.1.1 New interventions at the Hm08 Hemel Hempstead Station Gateway **must** provide improved cycle access between the station and London Road. This **must** include provision of a mobility hub with cycle facilities and services.

11.4.1.2 Wayfinding **should** be integrated at Hemel Hempstead Station, to direct users to the newly extended Nickey Line route and HGC Green Loop, Boxmoor, Apsley and Town Centre.

11.4.1.3 Wayfinding **should** be integrated at the start of the Nickey Line extension where the existing route ends at Midland/Adeyfield Road.

11.4.1.4 Ramped access to Paradise fields from Midland Road **should** be considered.

11.4.1.5 Crossings at the Plough roundabout, particularly across Leighton Buzzard Road, **should** be improved to allow for safe and efficient crossing for pedestrians and cyclists.

11.4.1.6 Rearrangement of parking provision on Cotterells road **should** be considered in order to allow more space for cyclists at key points.

11.4.2 Placemaking

11.4.2.1 At the junction between the existing Nickey Line and the two sections of the Nickey Line extension, gateway features **should** be included to highlight the entrance to the historic route. Information boards with reference to the history and heritage of the Nickey Line **should** be integrated into this gateway.

11.4.2.2 Signage and/or information boards outlining historical significance of Nickey Line route and extension **should** be included at Hemel Hempstead Station

11.6 Nickey Line Section 2: Keens Field

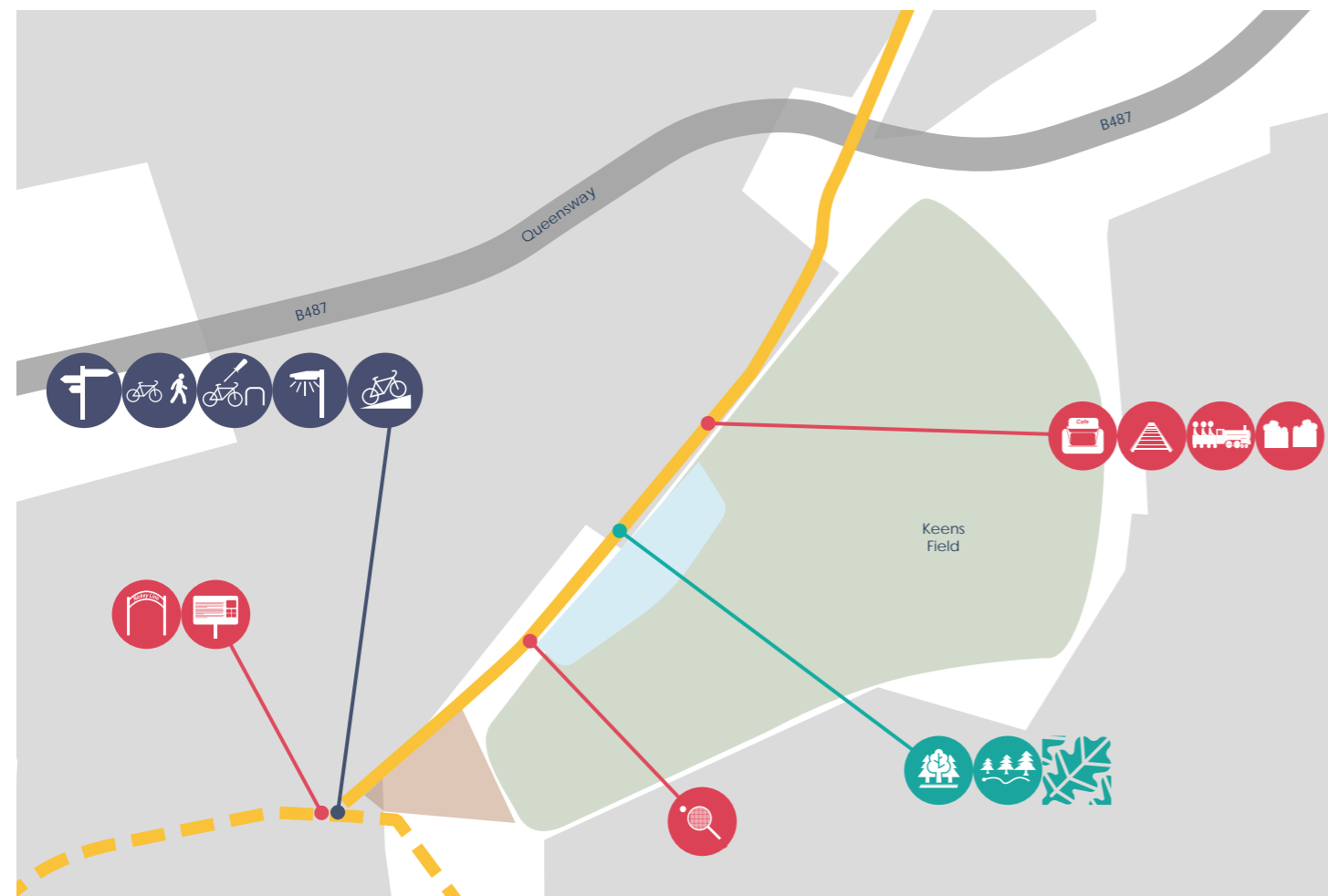


Figure 35 : Nickey Line Section 2



Figure 36 : Nickey Line Section 2

- Sustainable urban drainage (SuDS)
- Natural edges
- Biodiversity measures
- Wayfinding
- Lighting
- Space for cyclists and pedestrians
- Cycle stop
- Improved cycle access
- Mini train ride
- History and heritage trails
- Utilise historic railway features
- Informal food growing
- Gateway features
- Play for all
- Kiosks/Cafes

11.6.1 Green and Blue Infrastructure

11.6.1.1 New planting **should** be introduced at the pond to increase biodiversity and provide additional habitat.

11.6.1.2 Improvements to the pond **should** be undertaken to promote sustainable surface water drainage and SuDS **should** be introduced.

11.6.2 Transport and Mobility

11.6.2.1 Wayfinding **should** be integrated at the start of the Nickey Line extension where the existing route ends at Midland/Adeyfield Road.

11.6.2.2 Ramped access to Keens Field from Midland Road **should** be considered.

11.6.2.3 The provision of a cycle stop with self service cycle repair services near to the junction between the existing and extended parts of the Nickey Line **should** be explored.

11.6.2.4 New pathways to connect the different areas of Keens Field **should** be considered.

11.6.3 Placemaking

11.6.3.1 A new entrance gateway feature **should** be provided at the entrance to Keens Field from Midland Road to improve visibility of the Nickey Line and new extension options.

11.6.3.2 Visibility of allotments at the south-western edge of Keens Field **should** be improved to promote food growing.

11.6.3.3 Informal food growing **should** be introduced to the north of the pond.

11.6.3.4 Play on the way elements **should** be introduced at Keens Field.

11.6.3.5 Seating and kiosk/cafe provision **should** be considered to the north of Queensway.

11.7 Nickey Line Section 3: Highfield Residential Area

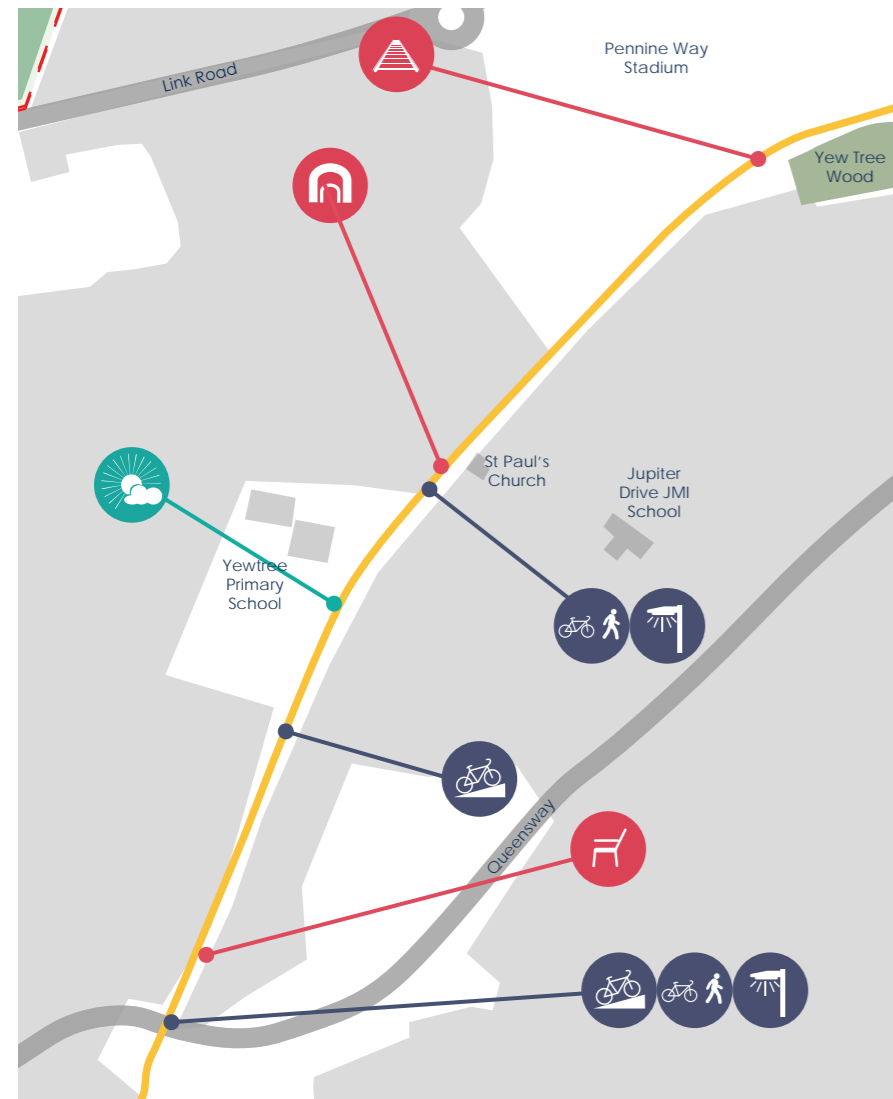


Figure 37: Nickey Line Section 3

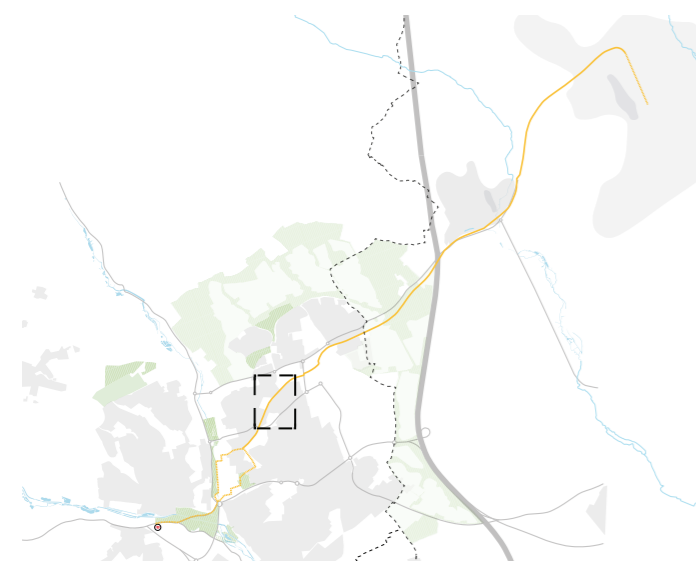


Figure 38: Nickey Line Section 3

- The Green Loop
- The Existing Nickey Line
- The Nickey Line Extension
- Town Centre and Two Waters Opportunity Areas
- Allocated Site Boundaries
- Sustainable Transport Corridor

- Natural lighting
- Space for cyclists and pedestrians
- Lighting
- Improved cycle access
- Places to rest, stop and relax
- Railway tunnel improvements

11.7.1 Green and Blue Infrastructure

11.7.1.1 Tree canopies and vegetation along the route adjacent to Yewtree Primary School **should** be managed to allow more natural light to permeate and increase natural surveillance. It **should** be ensured that screening of Yewtree Primary School is maintained in order to safeguard privacy.

11.7.2 Transport and Mobility

11.7.2.1 Street-lighting **should** be improved at the Fletcher Way underpass.

11.7.2.2 Ramped access **should** be provided at Queensway entrance, as well as improved lighting to provide safe access for pedestrians and cyclists.

11.7.2.3 Improvements to the entrance from Fletcher Way **should** be considered to create greater space for pedestrians and cyclists.

11.7.2.4 New ramped access **should** be provided alongside existing stepped access points.

11.7.3 Placemaking

11.7.3.1 Improvements **should** be undertaken to the underpass at Fletcher Way with interventions such as artwork.

11.7.3.2 Former railway features near Yew Tree Wood **should** be improved and utilised to provide signage.

11.8 Nickey Line Section 4: Maylands Business Park

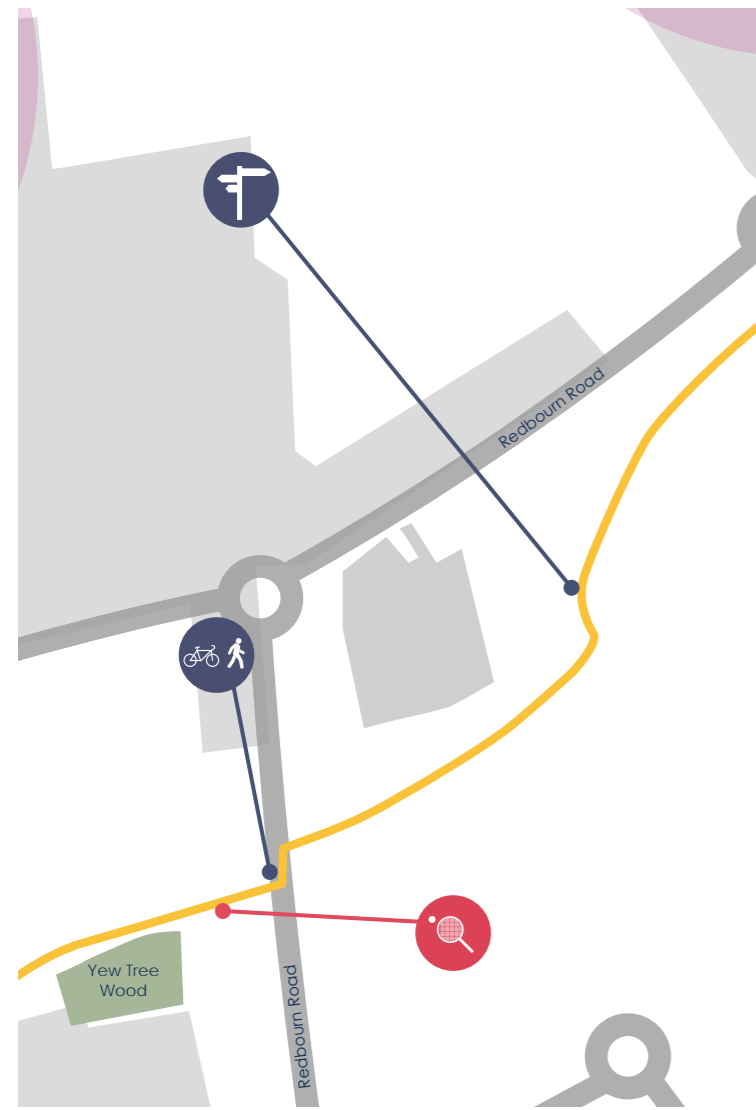


Figure 39: Nickey Line Section 4

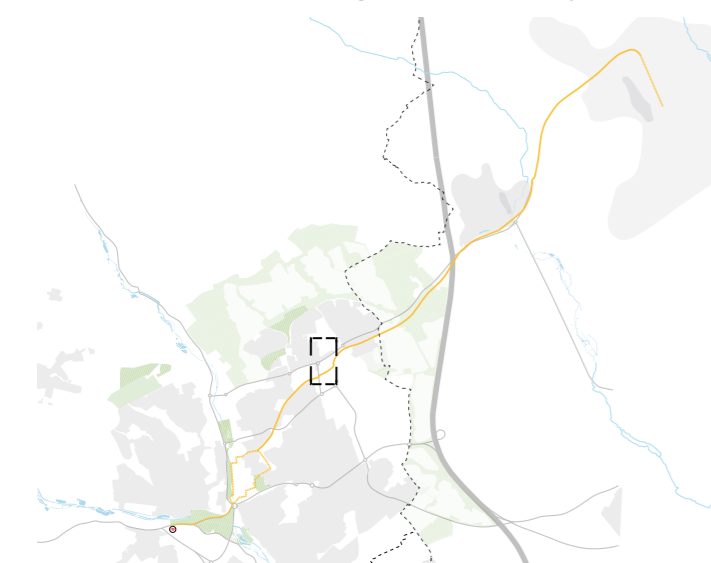


Figure 40: Nickey Line Section 4

-  Wayfinding
-  Play for all
-  Space for cyclists and pedestrians

11.8.1 Transport and Mobility

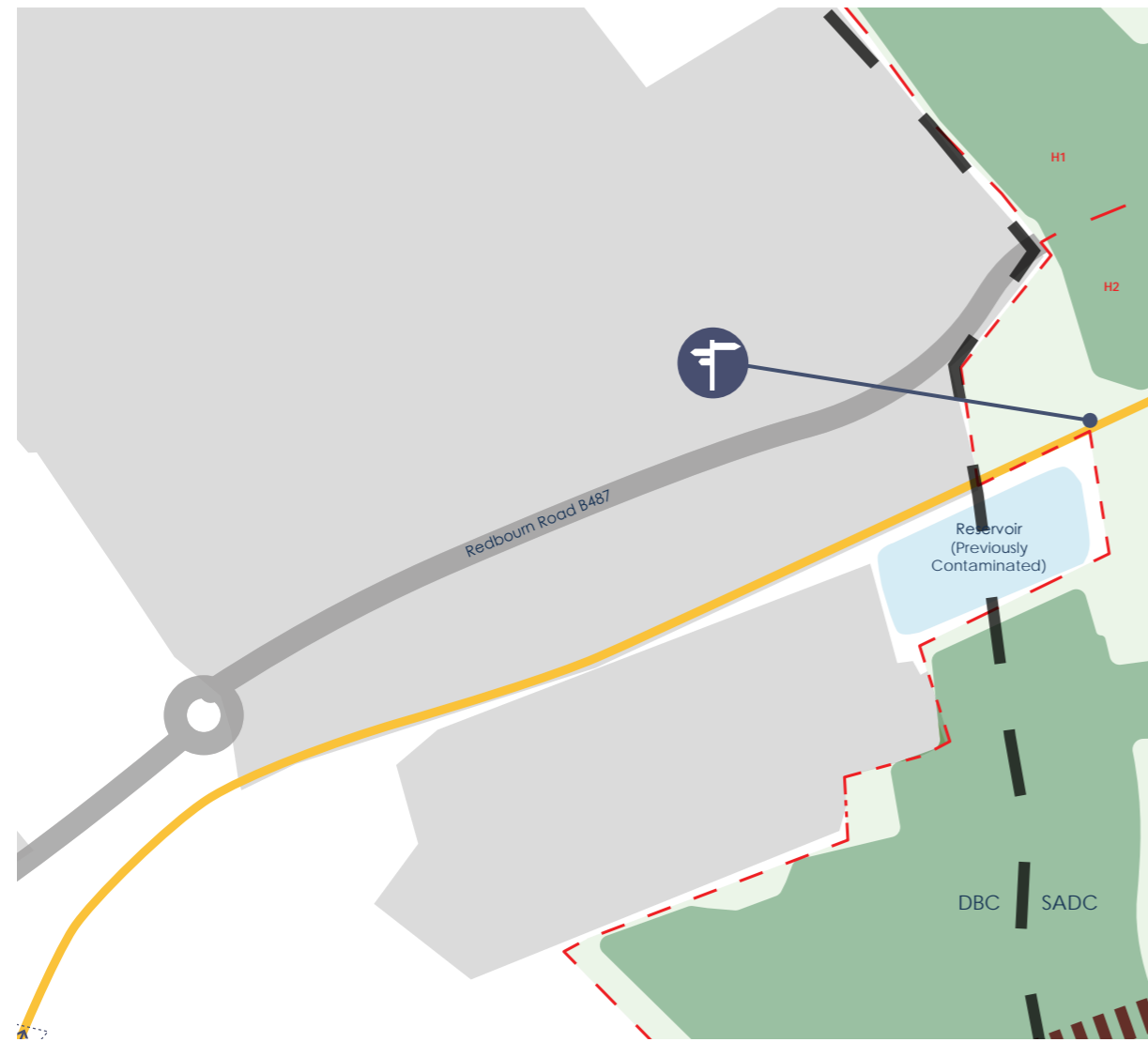
11.8.1.1 Wayfinding and entrance design improvements **should** be made in Eastman Way for the connection to the Nickey Line. Wayfinding **should** ensure that connection between the separated Southern and Northern parts of the Nickey Line is clearer, with entrance design improvements in particular to the north at Eastman Way.

11.8.1.2 A new signalised crossing **should** be provided for pedestrians and cyclists on Redbourn Road.

11.8.2 Placemaking

11.8.2.1 Play on the way elements **should** be introduced adjacent to the Nickey line to the north-east of Yew Tree Wood.

11.9 Nickey Line Section 5: Woodhall Farm Residential Area



11.9.1 Transport and Mobility

11.9.1.1 Wayfinding elements **should** be included at the southwestern edge of H2, including a map of entire Nickey Line route, key relevant active and sustainable transport infrastructure, as well as directions to adjacent new and existing local centres.

Figure 41 : Nickey Line Section 5



Figure 42 : Nickey Line Section 5

11.10 Nickey Line Section 6: HGC Growth Areas

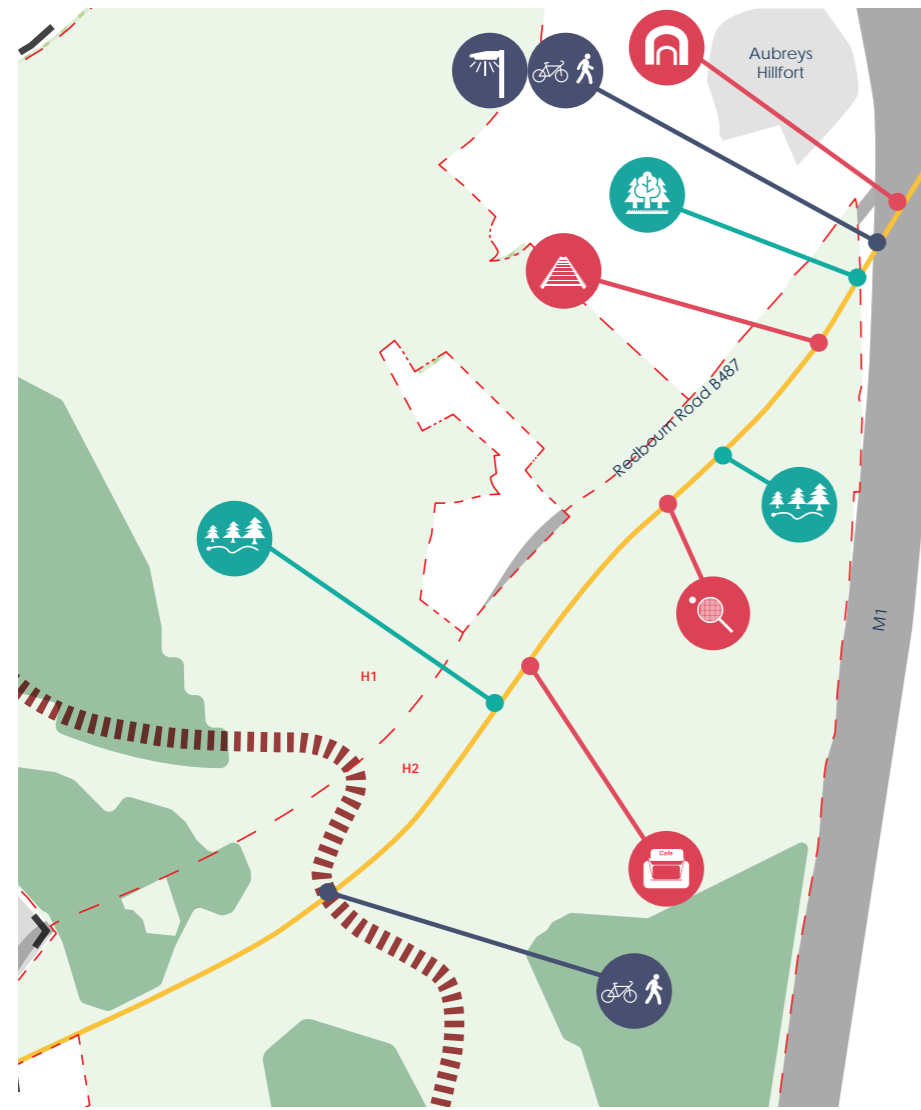


Figure 43 : Nickey Line Section 6

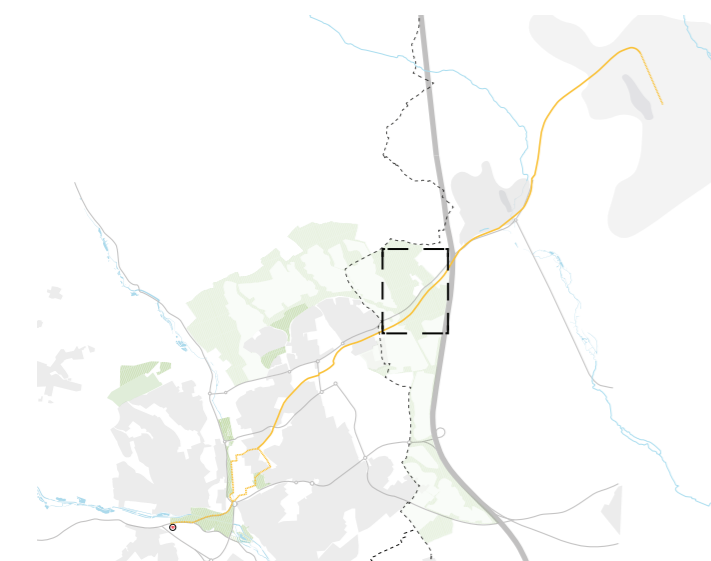


Figure 44 : Nickey Line Section 6

- Natural edges
- Biodiversity measures
- Space for cyclists and pedestrians
- Lighting
- Railway tunnel improvements
- Utilise historic railway features
- Play for all

11.10.1 Green and Blue Infrastructure

11.10.1.1 Biodiversity measures **should** be considered at appropriate locations along the Growth Areas section of the Nickey Line.

11.10.2 Transport and Mobility

11.10.2.1 Enhancements **should** be considered to the M1 tunnel including improved lighting.

11.10.2.2 Where the Nickey Line crosses the proposed STC an appropriate crossing solution **should** be implemented to enhance connectivity.

11.10.3 Placemaking

11.10.3.1 The installation of public art **should** be considered alongside other improvements to the M1 tunnel

11.10.3.2 Play on the way elements **should** be included at key junctions along the line within the Growth Areas Section.

11.11 Nickey Line Section 7: Redbourn



Figure 45 : Nickey Line Section 7

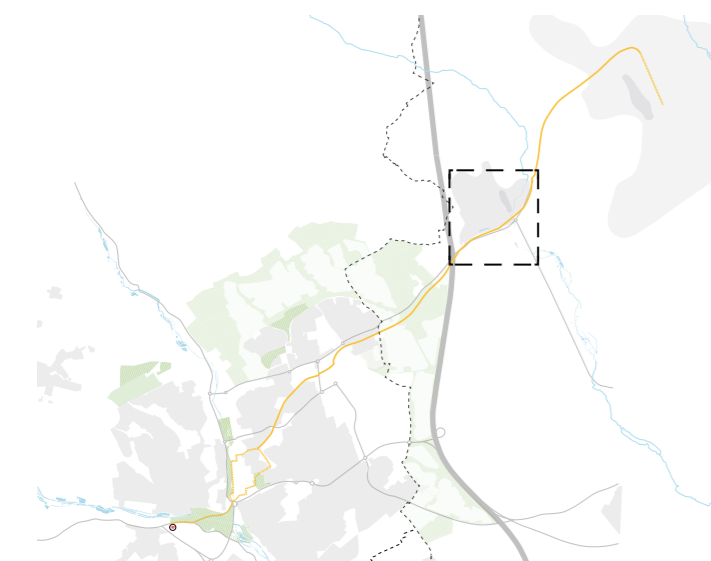


Figure 46 : Nickey Line Section 7

- Natural edges
- Improved cycle access
- Utilise historic railway features
- Kiosks/Cafes

11.11.1 Green and Blue Infrastructure

11.11.1.1 Improvements **should** be made to the natural edges at and near to the junction between Ver Road and the Nickey Line, including better management of vegetation.

11.11.2 Transport and Mobility

11.11.2.1 New improved cycle access **should** be considered at strategic locations (shown).

11.11.3 Placemaking

11.11.3.1 Work **should** be undertaken to assess how historic railway features could be utilised to improve the route.

11.12 Nickey Line Section 8: Redbourn to Harpenden

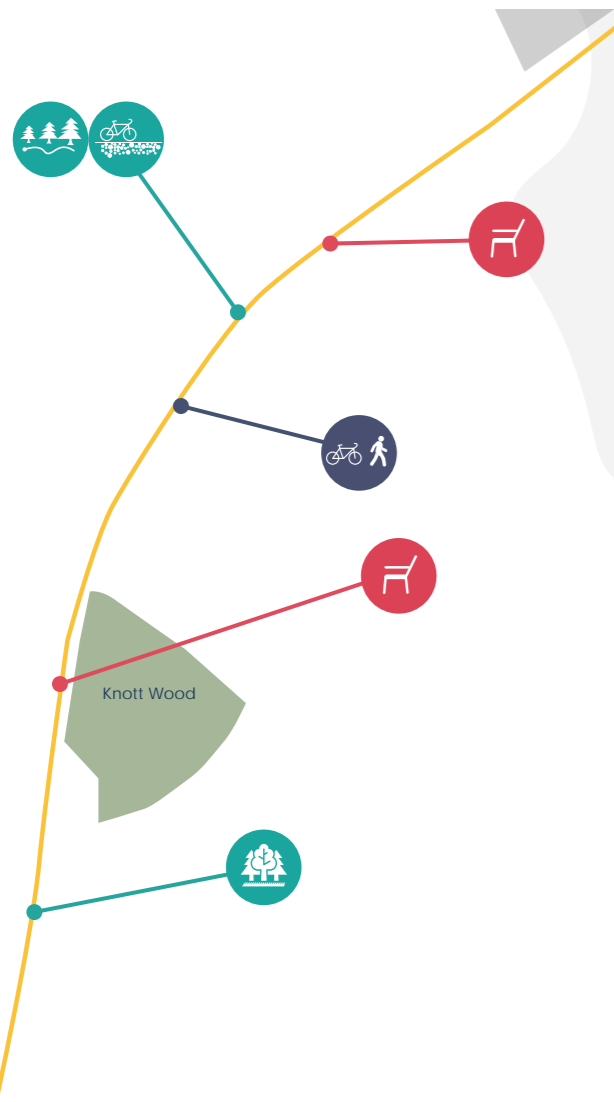


Figure 47 : Nickey Line Section 8

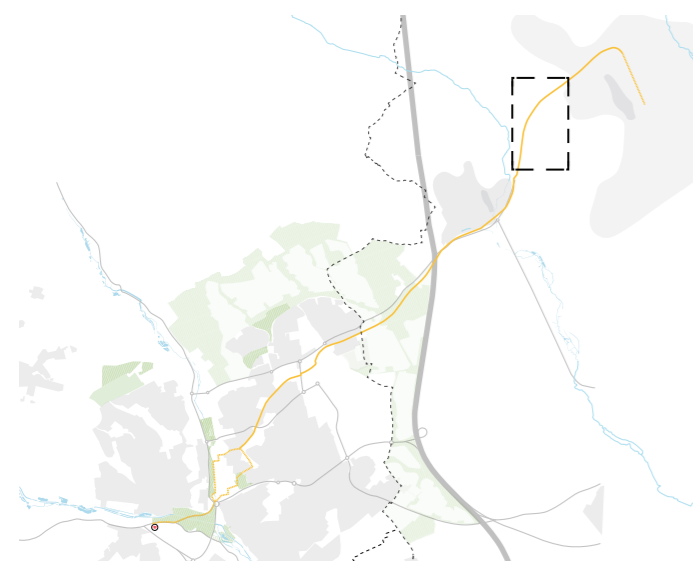


Figure 48 : Nickey Line Section 8

- Natural edges
- Biodiversity measures
- Natural surfacing materials
- Space for cyclists and pedestrians
- Places to rest, stop and relax

11.12.1 Green and Blue Infrastructure

11.12.1.1 Surfacing improvements **should** be undertaken to provide an even surface which promotes use of the route by both cyclists and pedestrians.

11.12.2 Placemaking

11.12.2.1 Places to rest, including seating and picnic tables **should** be installed between Redbourn and Harpenden, in particular adjacent to Knott wood, and at locations where existing walkways cross the Nickey Line.

11.13 Nickey Line Section 9: Harpenden



Figure 49 : Nickey Line Section 9



Figure 50 : Nickey Line Section 9

- Biodiversity measures
- Natural surfacing materials
- Wayfinding
- Cycle hire
- Space for cyclists and pedestrians
- Cycle stop
- Lighting
- Improved cycle access
- Railway tunnel improvements
- History and heritage trails
- Utilise historic railway features
- Informal food growing
- Gateway features
- Kiosks/Cafes
- Play for all

11.13.1 Green and Blue Infrastructure

11.13.1.1 Improved surfacing and biodiversity measures **should** be considered adjacent to Roundwood Park School.

11.13.2 Transport and Mobility

11.13.2.1 The character and quality of the route adjacent to Roundwood Park School **should** be improved, with lighting, cycle access, and adequate space for both cyclists and pedestrians.

11.13.2.2 The provision of a mobility hub with cycle hire and self-repair services near to the junction between the existing and extended parts of the Nickey Line **should** be explored.

11.13.2.3 The installation of new ramps to allow for improved cycle access to the route **should** be considered at locations with stepped access.

11.13.3 Placemaking

11.13.3.1 A gateway feature **should** be installed at the junction between the existing Nickey Line and extension, to highlight the Nickey Line entrance on Hollybush Lane and provide clear wayfinding for people to reach the ramped access.

11.13.3.2 The remaining railway halt signal and platform **should** be enhanced as a focal point along the route and space for people to gather **should** be created. The platform **should** be accompanied by signage to highlight the history of the route. Play for all structures **should** be installed at this location, as well as opportunities for informal food growing and provision of a pitch for a cafe kiosk.

11.13.3.3 Improvements to the railway halt signal and platform **should** consider ideas generated with adjacent schools as part of the design process.

12 The Green Loop



12.1 The Green Loop Transformational Vision

The HGC Green Loop will create a new town-wide figure-of-8 green network of cycleways and walking greenways which will connect and enhance active travel networks, linking together existing Quietways and Public Rights of Ways along green corridors and low-traffic roads.

The Green Loop is key to the delivery of One Place and of 'A Green Network' (HGC Pillar 1). The route will enhance urban and natural spaces for sustainable transportation and recreational opportunities and will connect the neighbourhoods and Growth Areas with destinations around the New Town (including the River Gade/Gadebridge Park, Town Centre/Water Gardens, River Bulbourne/Grand Union Canal, Bunkers Park and Maylands Business Park/Herts IQ) and the Chilterns National Landscape via the Chiltern Way.

By structuring the quality of place and transformation through the three themes, the HGC Programme Area can deliver growth that is coordinated, inclusive, and future-proofed. The themes of Green & Blue Infrastructure, Transport & Mobility, and Placemaking support the transformation of the town and the delivery of the key overarching themes set out in the Spatial Vision: to support healthy lifestyles and climate resilience.

The Green Loop will become an important movement and green infrastructure asset. As well as providing a key active travel corridor, the Green Loop will also enhance ecological connectivity, linking habitats across the HGC Programme Area. As such the route should incorporate habitat enhancement to include appropriate planting, hedgerow and habitat features to support ecological networks. The route should also avoid encroaching into the ecological and main river buffers, to ensure that the Green Loop supports ecological connectivity as well as movement. In ecologically sensitive areas including woodland and designated habitats, lighting must be sensitively designed to protect wildlife.

12.1.1 Transformational Guidance

The following pages set out a coding plan and guidance relating to a number of improvements which will support the delivery of the Green Loop Transformational Vision. The coding is not intended to be exhaustive nor to capture all ongoing workstreams which are subject to change and development. It identifies key elements that will support delivery of the Green Loop as part of a green network which will support programme area-wide transformation.

Through the PPA process, Applicants will work with the Authorities to agree how development will deliver and /or contribute to the delivery of transformational projects such as the strategic green corridors including the Green Loop.

12.1.2 Delivery

In addition to the strategic concepts for the Green Loop presented in this document, further work is being undertaken to develop a detailed vision and delivery strategy for the Green Loop, to provide a strategic framework for delivery of the route in line with the Local Plan policies, HGC Spatial Vision, and the Green Loop transformational vision. This work will identify and provide greater detail on key projects to be delivered, and will also incorporate further engagement with relevant partners and stakeholders.

12.1.3 Key Partners

Delivering improvements on the Green Loop relies on coordinated input from a range of organisations and stakeholders, including:

- Hertfordshire County Council - as Highway Authority and Rights of Way team;
- Canal and River Trust;
- Local Authorities;
- Local communities and ward councillors;
- Landowners and developers;
- Stakeholders (including Nash Mills Parish Council, Redbourn Parish Council, Walk Wheel Cycle Trust).



Figure 51 : Green Loop and Grand Union Canal (Illustrative Only. Proposals subject to detailed design and feasibility)

12.2 The Green Loop Sections

The Green Loop has been divided into 9 sections*, as set out in Figure 52 opposite:

Section 1: Two Waters

This section of the route goes west-east from Hemel Hempstead Station, along the Grand Union Canal and through the Two Waters Opportunity Area.

Section 2: Town Centre

This section creates a north-south route through the Town Centre, including adjacent to the Jellicoe Water Gardens.

Section 3: Gadebridge Park

This section of the route traverses Gadebridge park.

Section 4: Bunkers Lane

This section of the route connects the Two Waters Opportunity area to East Hemel (South), with the Long Deans Nature Reserve in Three Rivers District running along the side of Bunkers Lane.

Section 5: East Hemel (South)

This section of the route includes Bunkers Park Open Space, and is within the area for new development within the Growth Areas East Hemel (South).

Section 6: Maylands

This section of the route travels through the Maylands business park.

Section 7: East Hemel (North)

This section of the route is within new development within the Growth Areas East Hemel (North).

Section 8: North Hemel

This section of the route is within the North Hemel part of the Growth Areas.

Section 9: Polehanger Lane

This section of the route travels from the Growth Areas in the east, alongside the Polehanger Lane Strategic Site, to Pouchen End Lane.

Section 10: Pouchen End Lane

This section of the route connects Polehanger Lane Strategic Site to Hemel Hempstead Station via Chaulden.

*The emerging Green Loop Feasibility Study (2026/7) will include stakeholder engagement and further clarity on the principles to be considered for each section, routing, expected improvements and developer considerations.

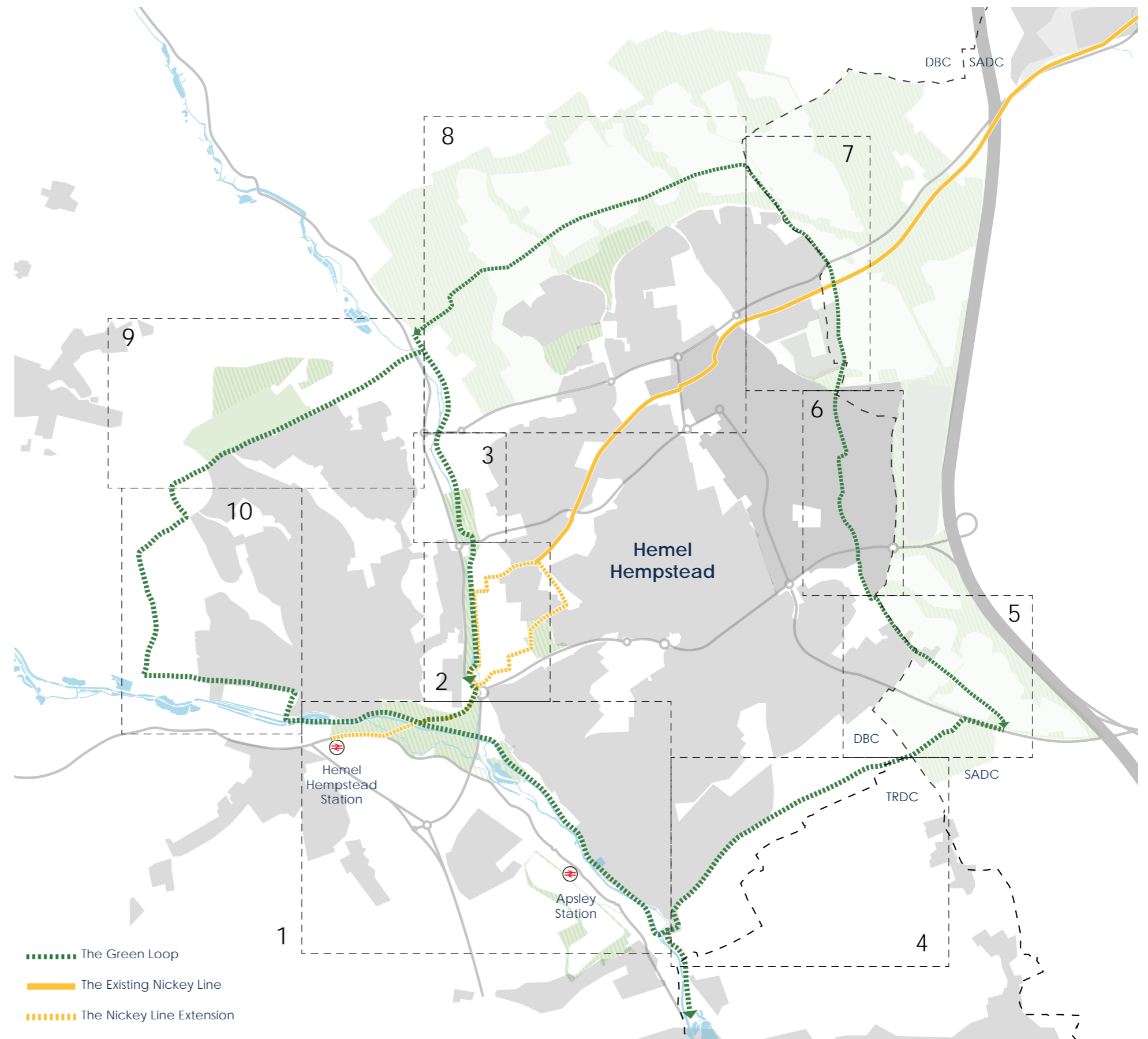
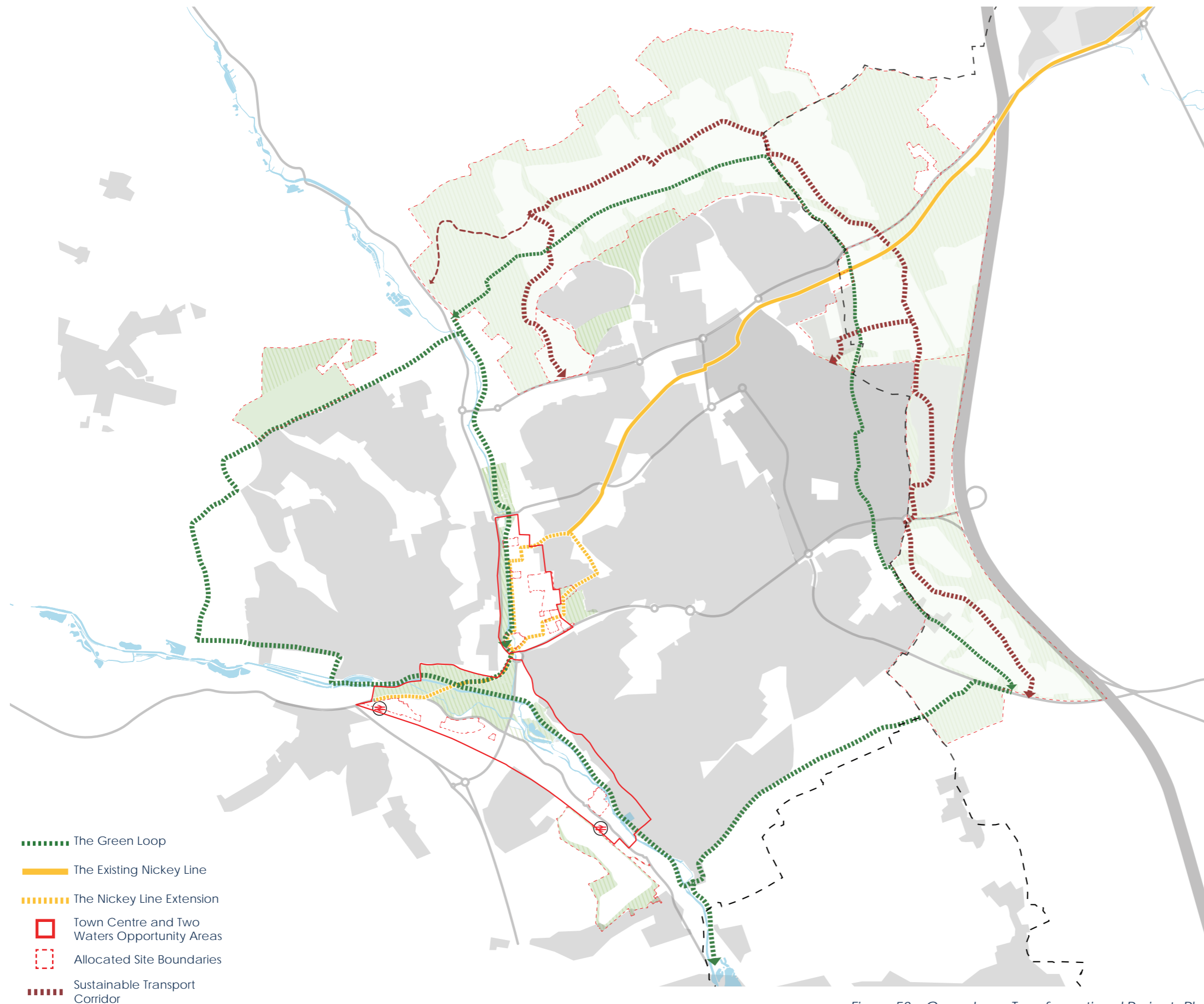


Figure 52 : Green Loop Sections Plan



12.3 Transformational Projects Plan

This coding plan shows potential transformational projects which will support the delivery of the Green Loop. This will help applicants, authorities and external partners implement appropriate improvements to different sections of the Green Loop. The following sections explain the coding requirements for each Green Loop Section.



Green and Blue Infrastructure

- Natural lighting
- Natural edges
- Urban greening measures
- Biodiversity measures
- Natural surfacing materials
- Sustainable urban Drainage (SuDS)



Transport and Mobility

- Wayfinding
- Cycle hire
- Space for cyclists and pedestrians
- Cycle stop
- Lighting
- Improved cycle access



Placemaking

- Places to rest, stop and relax
- Railway tunnel improvements
- Mini train ride
- History and heritage trails
- Utilise historic railway features
- Informal food growing
- Gateway features
- Kiosks/Cafes
- Play for all
- Parklet

Figure 53 : Green Loop Transformational Projects Plan

12.4 Section 1: Two Waters

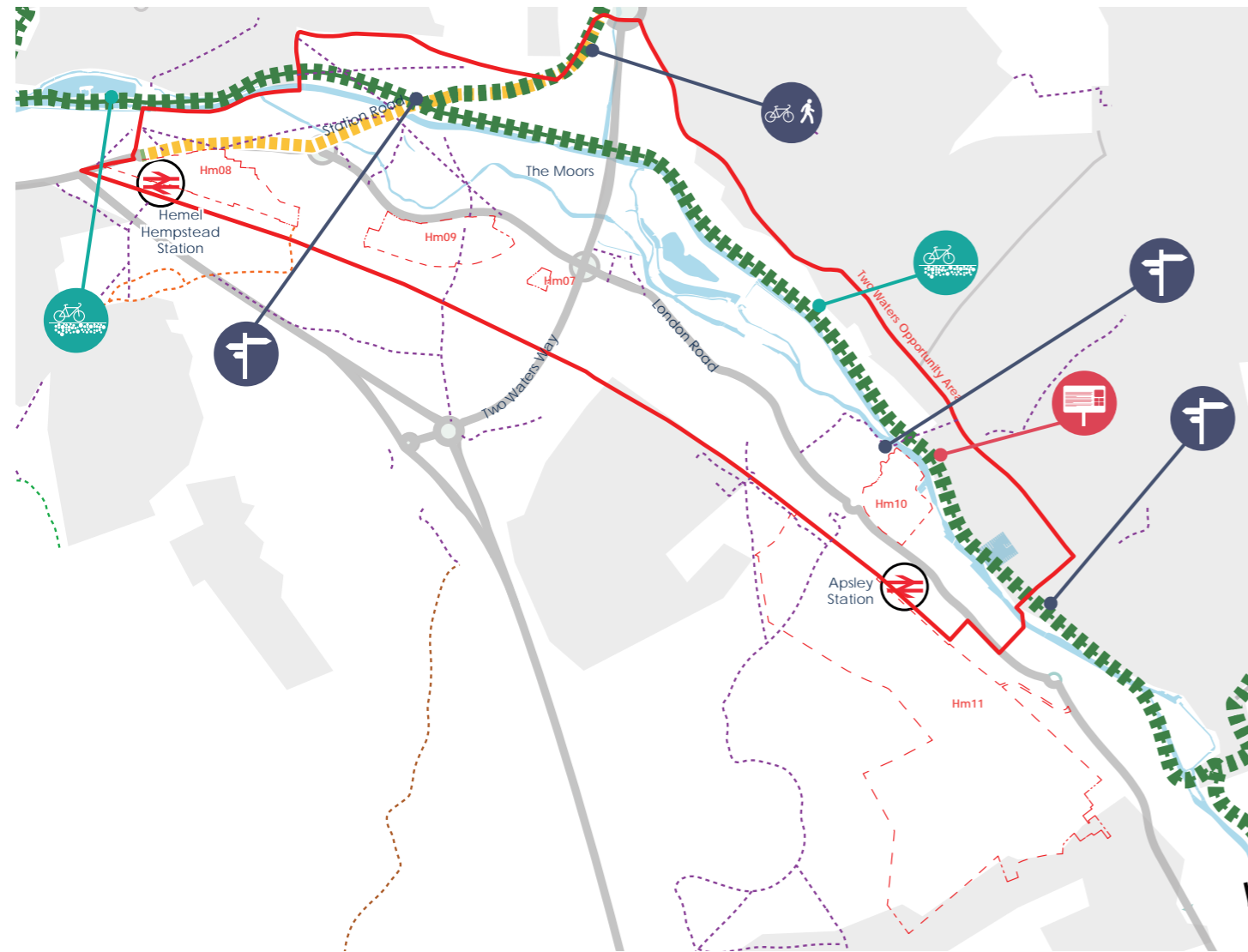


Figure 54 : Green Loop Section 1

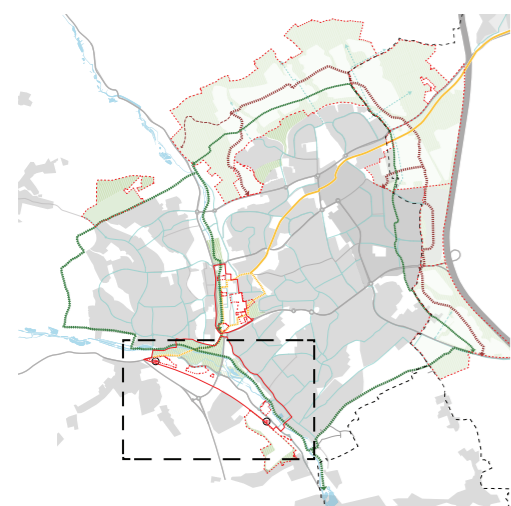


Figure 55 : Green Loop Key

- Natural surfacing materials
- Wayfinding
- Space for cyclists and pedestrians
- History and heritage trails

12.4.1 Green and Blue Infrastructure

12.4.1.1 Towpath improvements **should** be delivered to provide a safe surface for cyclists and pedestrians using natural surfacing materials, in line with Canal and River Trust's Towpaths for Everyone policy which builds on their work from 2014 in which they established the use of towpaths as "shared spaces with a pedestrian priority" and the [Towpath Code](#).

12.4.2 Transport and Mobility

12.4.2.1 Wayfinding signage **should** be integrated near bridges across the canal at Apsley Marina and adjacent to Hm10, highlighting the Green Loop route, Apsley and Hemel Hempstead stations, and connections to the Nickey Line Extension to the west.

12.4.2.2 Wayfinding signage **should** be integrated where the north-south and east-west sections of the Green Loop connect and cross the Nickey Line - to show key destinations and journeys on foot or by bicycle including to Hemel Hempstead Station, Town Centre and other key destinations.

12.4.2.3 Improvements along Station Road **should** be considered to create a segregated lane for cyclists.

12.4.3 Placemaking

12.4.3.1 History and heritage information **should** be displayed along the route near to Apsley Marina, highlighting the area's important historical role.

12.5 Section 2: Town Centre

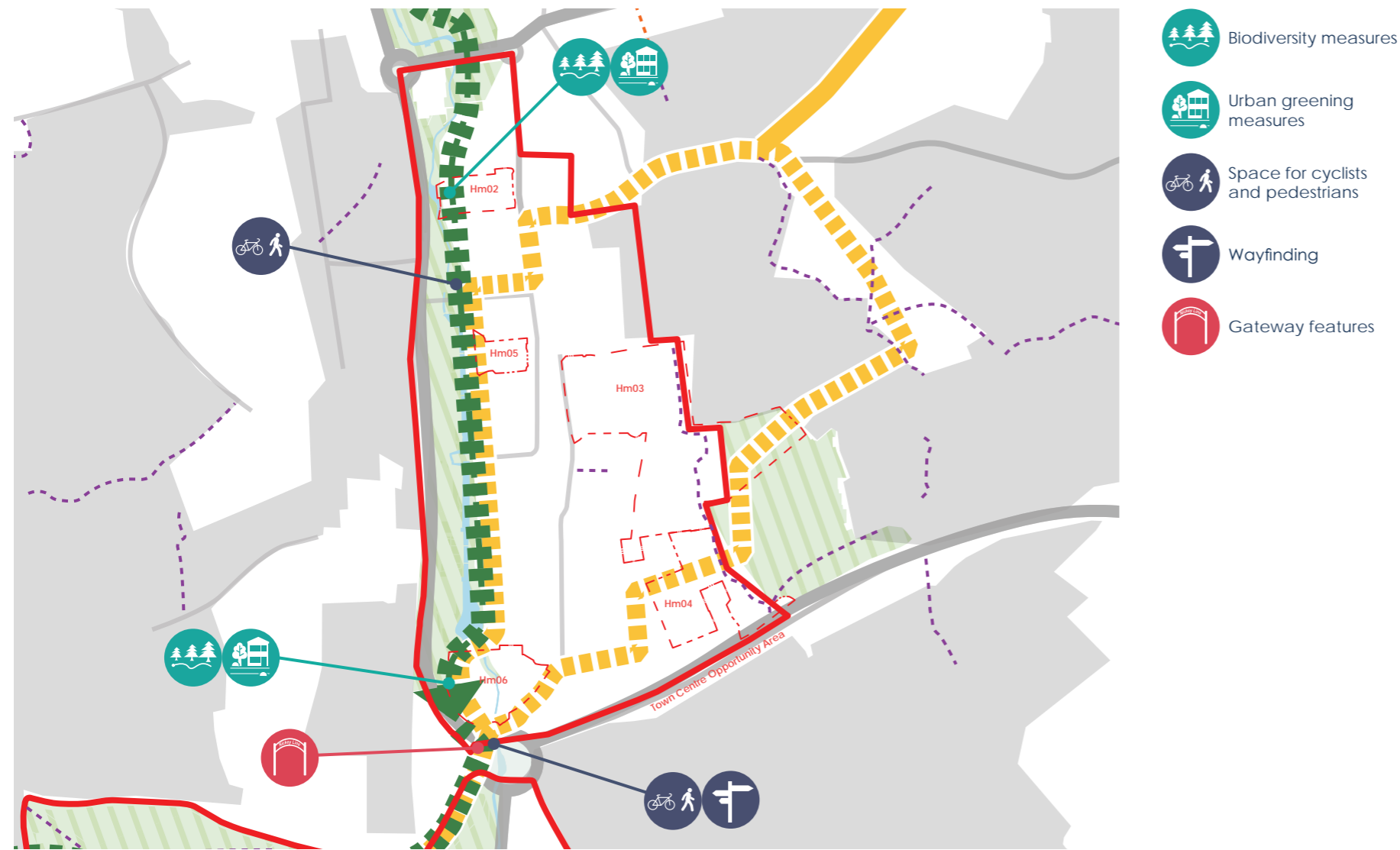


Figure 56 : Green Loop Section 2

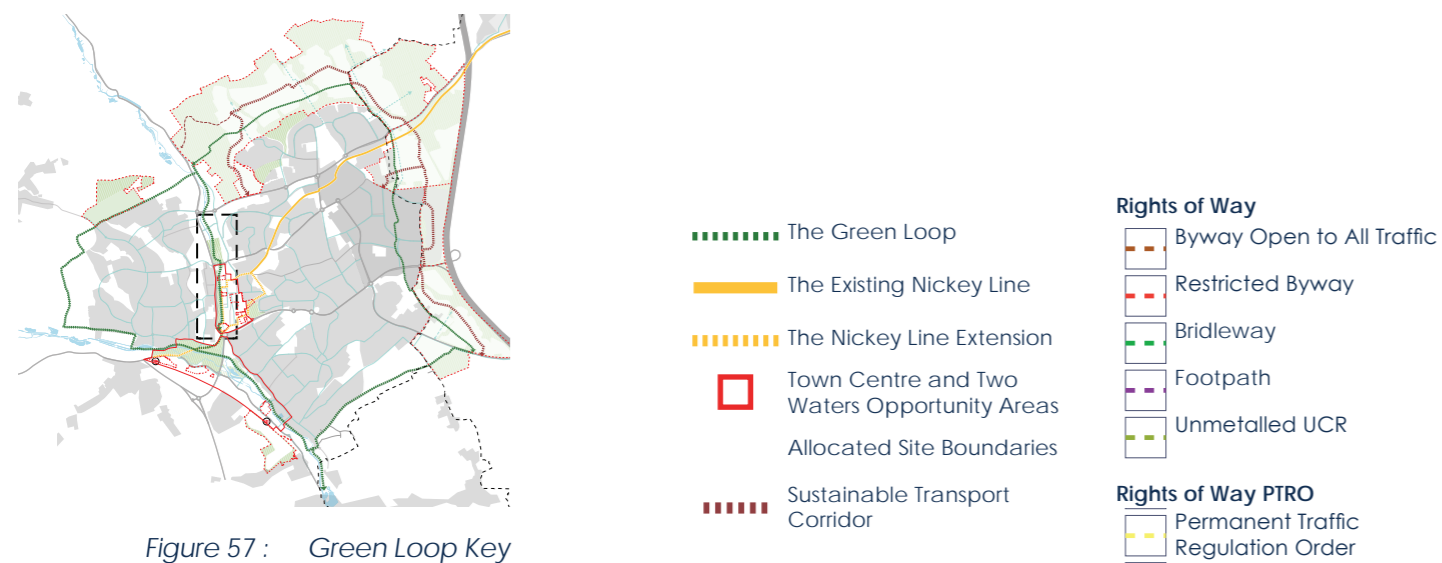


Figure 57 : Green Loop Key

12.5.1 Green and Blue Infrastructure

12.5.1.1 Green and blue infrastructure **should** be provided along the route within Riverside Hm06.

12.5.1.2 Redevelopment of Hm02 **should** provide and integrate a green buffer with space for pedestrian cyclists along the Green Loop route to the western edge of the site.

12.5.2 Transport and Mobility

12.5.2.1 Improvements for pedestrians and cyclists **should** be considered at the Plough Roundabout in line with the Nickey Line Extension proposals.

12.5.2.2 Alterations to the intersection at the roundabout and vehicular entrance to the Water Gardens car park to provide a safe crossing point for cyclists and pedestrians **should** be explored.

12.5.2.3 Wayfinding signage **should** be introduced at Riverside to highlight the route northwards to Gadebridge Park, southwards to Hemel Hempstead station, and the connection to the extended Nickey Line.

12.5.3 Placemaking

12.5.3.1 Improvements **should** be made to the underpass between Station Road and Riverside, to include public art.

12.6 Section 3: Gadebridge Park



Figure 58 : Green Loop Section 3

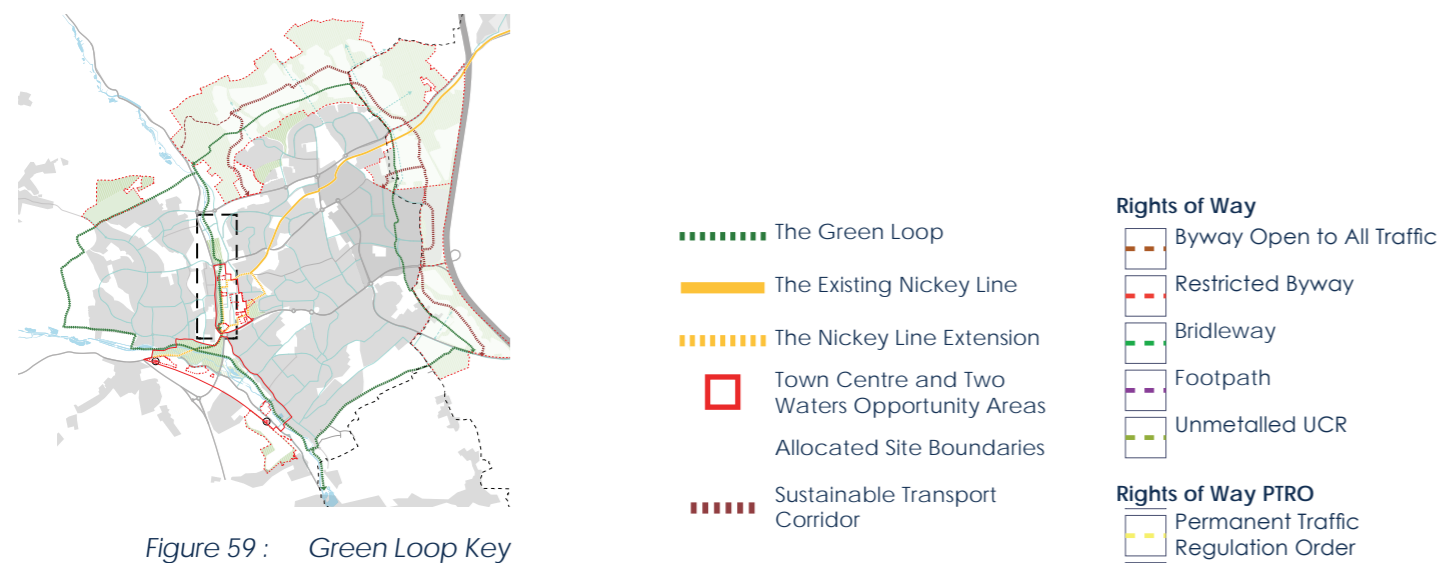


Figure 59 : Green Loop Key

12.6.1 Transport and Mobility

12.6.1.1 Improvements **should** provide a new crossing following the Green Loop route across Queensway and into Gadebridge Park to allow for the safe and direct crossing for pedestrians and cyclists.

12.6.1.2 Wayfinding signage **should** be introduced within a key central location in the park, to include a map of the entire route and times to walk or cycle to key destinations.

12.6.1.3 The installation of a self-repair service bicycle station and cycle storage stands **should** be explored in a key central location in the park, and could be integrated with wayfinding and Green Loop gateway feature.

12.6.1.4 Improvements **should** be made to improve safe crossing of Gadebridge Lane for pedestrians, wheelchair users and cyclists.

12.6.1.5 A new crossing **should** be introduced across Link Road, with adjacent wayfinding signage.

12.6.1.6 Additional wayfinding **should** be introduced to follow the Green Loop at the southern boundary of Gadebridge Park to highlight how the route traverses the park and continues to the north, and the route to the train station to the south.

12.6.1.7 Additional wayfinding **should** be introduced to follow the Green Loop at the Gadebridge Park northern car park.

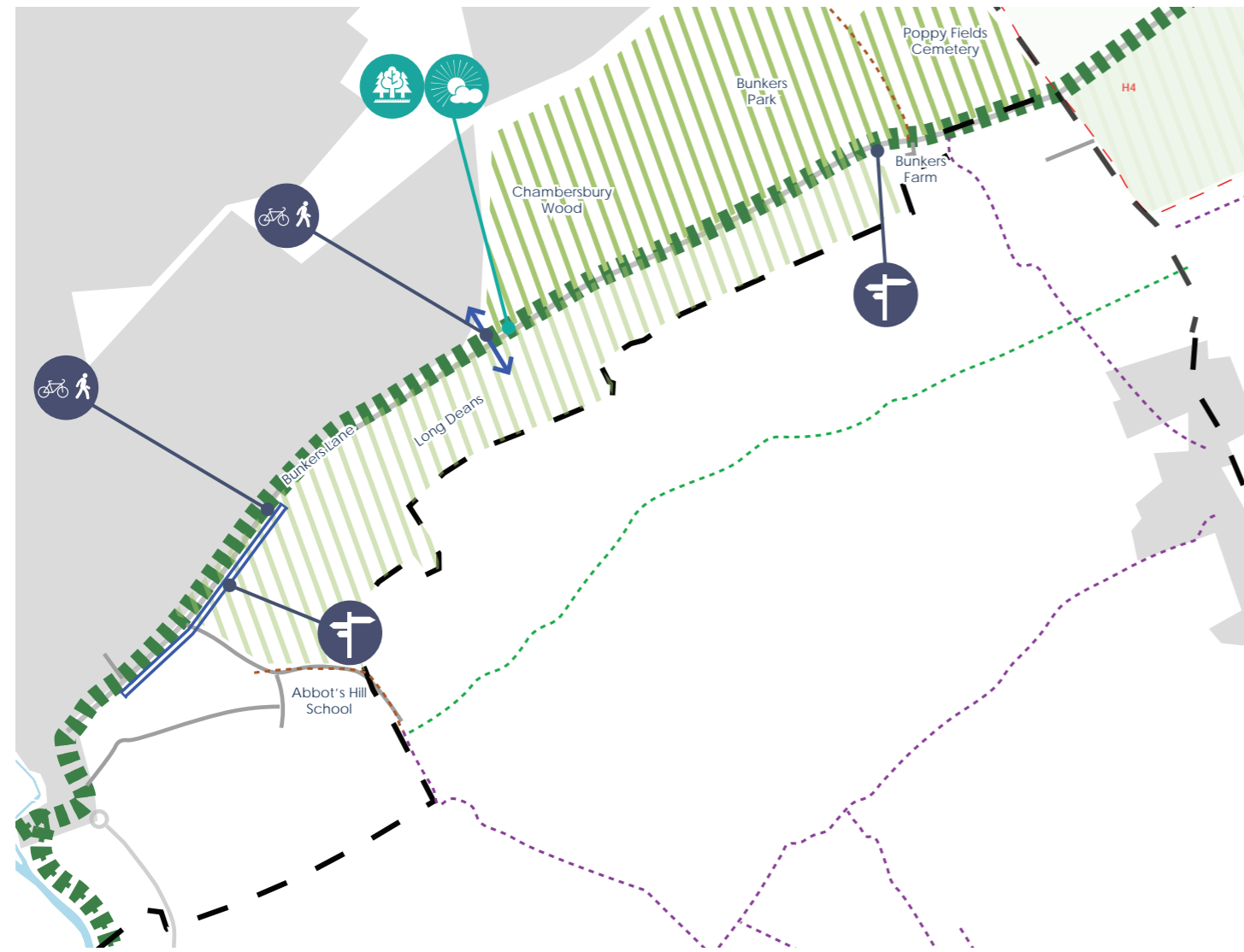
12.6.2 Placemaking

12.6.2.1 The introduction of a gateway feature to highlight the route within the park **should** be explored in order to increase legibility of route within the park and more broadly to residents and visitors.

12.6.2.2 Educational signage features **should** be enhanced and introduced along the River Gade to highlight local history, heritage, natural features and wildlife.

12.6.2.3 Play on the way features and seating **should** be introduced to animate the section of the route between Gadebridge Lane and Link Road.

12.7 Section 4: Bunkers Lane



- Natural lighting
- Natural edges
- Wayfinding
- Space for cyclists and pedestrians

Figure 60 : Green Loop Section 4

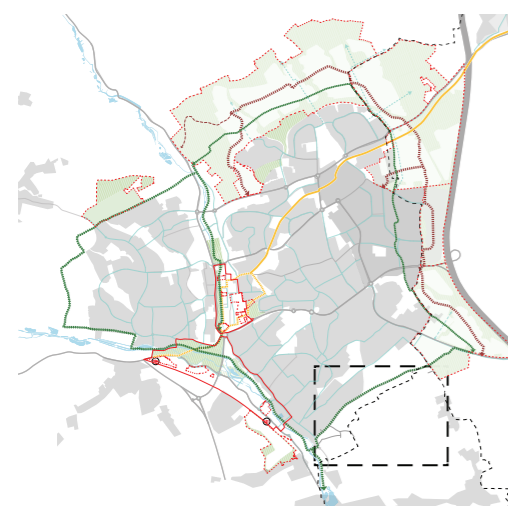


Figure 61 : Green Loop Key

- | | |
|--|------------------------------------|
| The Green Loop | Byway Open to All Traffic |
| The Existing Nickey Line | Restricted Byway |
| The Nickey Line Extension | Bridleway |
| Town Centre and Two Waters Opportunity Areas | Footpath |
| Allocated Site Boundaries | Unmetalled UCR |
| Sustainable Transport Corridor | Rights of Way PTRO |
| | Permanent Traffic Regulation Order |

12.7.1 Green and Blue Infrastructure

12.7.1.1 The hedgerows to Bunkers Lane **should** be well maintained and managed to ensure that there is adequate space for pedestrians and cyclists, and to improve visibility along the route.

12.7.2 Transport and Mobility

12.7.2.1 Improvements to the crossing between Bunkers Park and Long Deans **should** be made, to include improved signage ahead of the crossing for car users to improve safety, and the provision of a signalled crossing **should** be explored.

12.7.2.2 Wayfinding signage **should** be introduced to the south-western end of Bunkers Lane to highlight the Green Loop route, in particular access to the route to the north-east along Long Deans.

12.7.2.3 Wayfinding signage **should** be introduced to the north-eastern end of Bunkers Lane to highlight the Green Loop route, in particular access to the route to the south-west along Long Deans, as well as access to PRoW Abbots Langley 005 which provides access to Pimlico village to the south, and access to Bunkers Park.

12.7.2.4 The provision of a new entrance to Long Deans **should** be explored to allow for space for cyclists and pedestrians away from the highway.

12.8 Section 5: East Hemel (South)

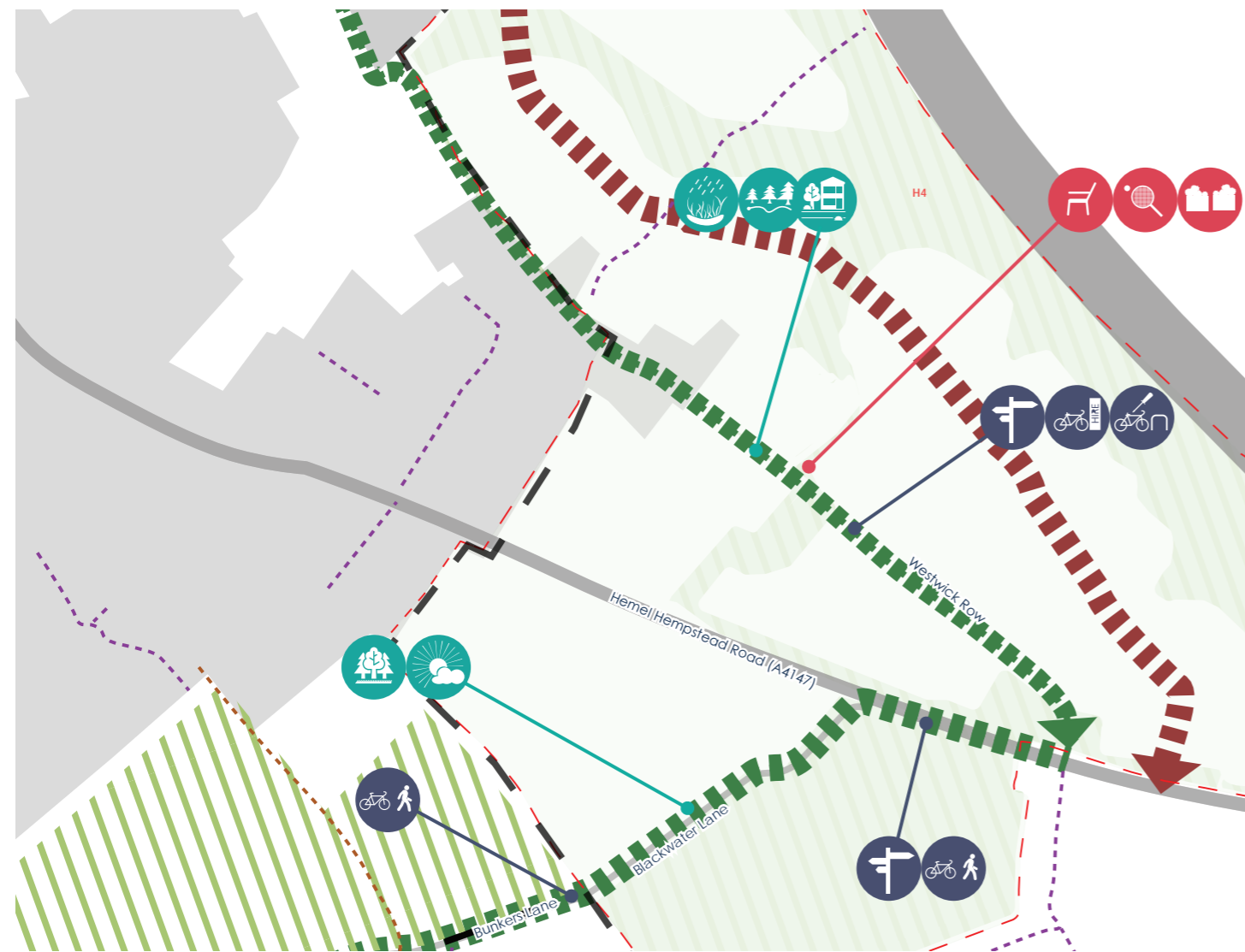


Figure 62 : Green Loop Section 5

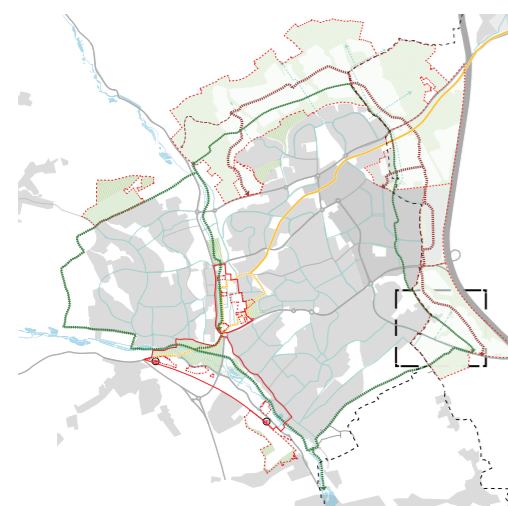


Figure 63 : Green Loop Key

- | | |
|--|------------------------------------|
| The Green Loop | Byway Open to All Traffic |
| The Existing Nickey Line | Restricted Byway |
| The Nickey Line Extension | Bridleway |
| Town Centre and Two Waters Opportunity Areas | Footpath |
| Allocated Site Boundaries | Unmetalled UCR |
| Sustainable Transport Corridor | Rights of Way PTRO |
| | Permanent Traffic Regulation Order |

- Natural lighting
- Urban greening measures
- Biodiversity measures
- Sustainable urban Drainage (SUDS)
- Natural edges
- Wayfinding
- Cycle hire
- Cycle stop
- Space for cyclists and pedestrians
- Places to rest, stop and relax
- Informal food growing
- Play for all

12.8.1 Green and Blue Infrastructure

12.8.1.1 The hedgerows along Blackwater Lane **should** be well maintained and managed to ensure that there is adequate space for pedestrians and cyclists, and to improve visibility along the route.

12.8.1.2 Urban greening and biodiversity measures **should** be integrated along/adjacent to Westwick Row within H4, to integrate SuDS features.

12.8.2 Transport and Mobility

12.8.2.1 A new crossing **should** be provided across Hemel Hempstead road (A4147), to provide a safe connection for pedestrians and cyclists from Blackwater Lane to Westwick Row.

12.8.2.2 Within H4 well-designed wayfinding **should** be integrated along the route to highlight Green Loop route and access to sustainable transport along the STC.

12.8.2.3 The crossing between Bunkers Lane and Blackwater Lane, across Bedmond Road **should** be improved to provide safe crossing for all.

12.8.2.4 Bicycle storage stands **should** be provided along the route within H4.

12.8.2.5 A cycle hire station and self-repair service **should** be provided along the route within H4.

12.8.3 Placemaking

12.8.3.1 Seating, play along the way structures and informal food growing features **should** be integrated along/adjacent to Westwick Row within H4.

12.9 Section 6: Maylands

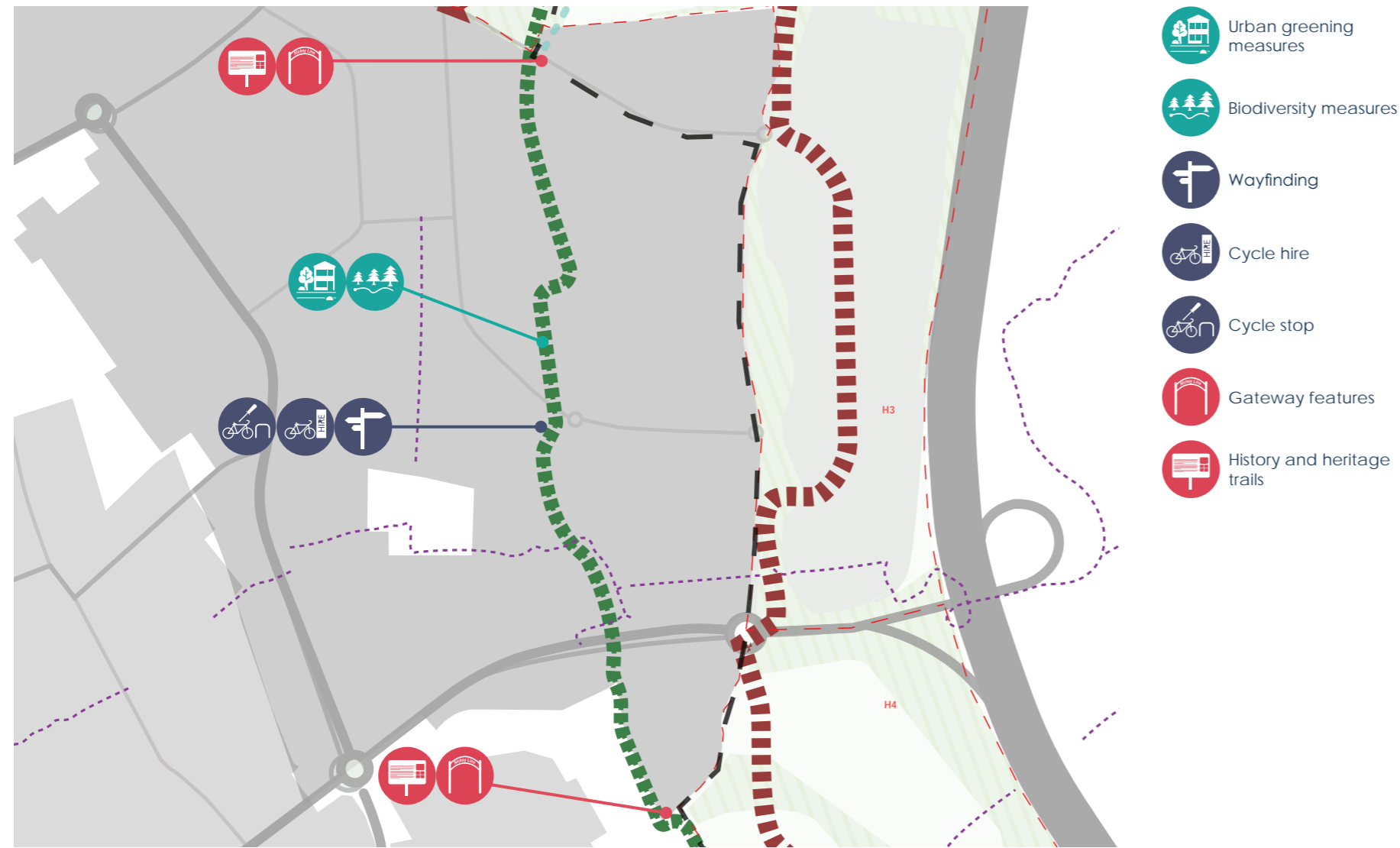


Figure 64 : Green Loop Section 6

12.9.1 Green and Blue Infrastructure

12.9.1.1 New green infrastructure features along Buncefield Lane to connect existing green corridors into a continuous attractive green active travel route **should** be developed with regard to the Maylands Masterplan Plus (2024) and appendices and any other relevant guidance.

12.9.2 Transport and Mobility

12.9.2.1 Wayfinding measures **should** be introduced in line with the Maylands Masterplan Plus (2024) and its appendices, and the Maylands Wayfinding Strategy.

12.9.2.2 A bicycle self-repair service station, cycle storage stands and cycle hire **should** be provided at a key central location in the business park area.

12.9.3 Placemaking

12.9.3.1 The creation of gateway features along the route at the northern and southern edges of the Maylands Business Park **should** be explored. This **should** include educational information panels highlighting local businesses and industry.

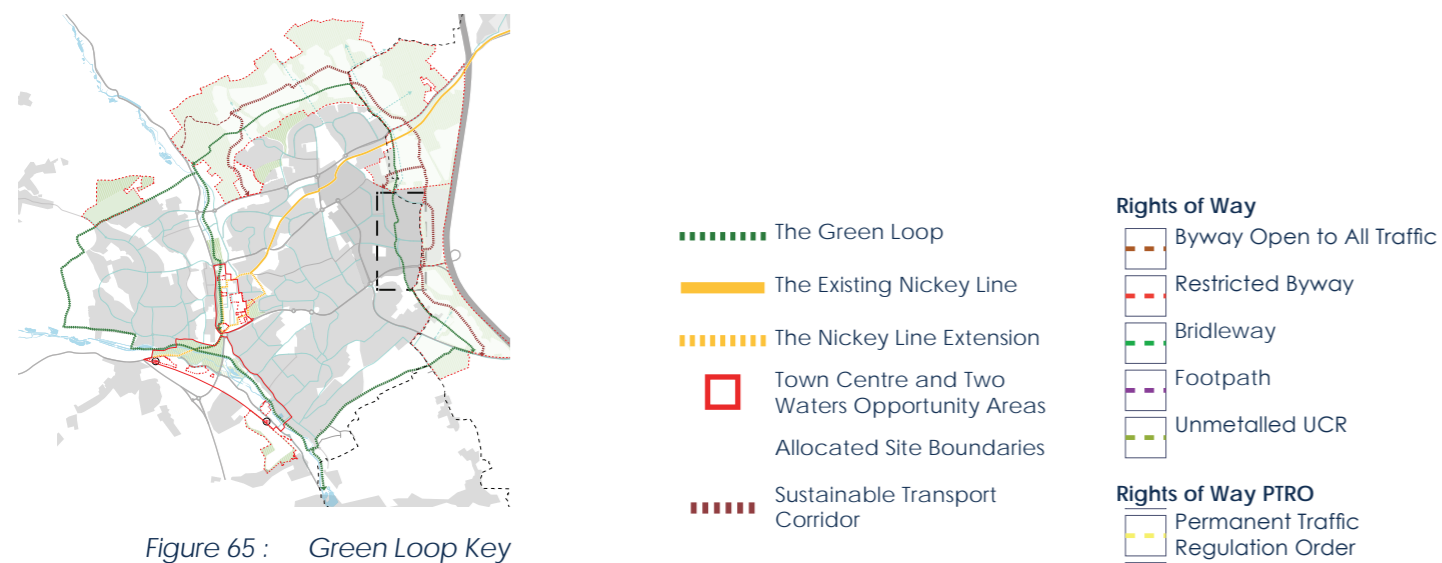
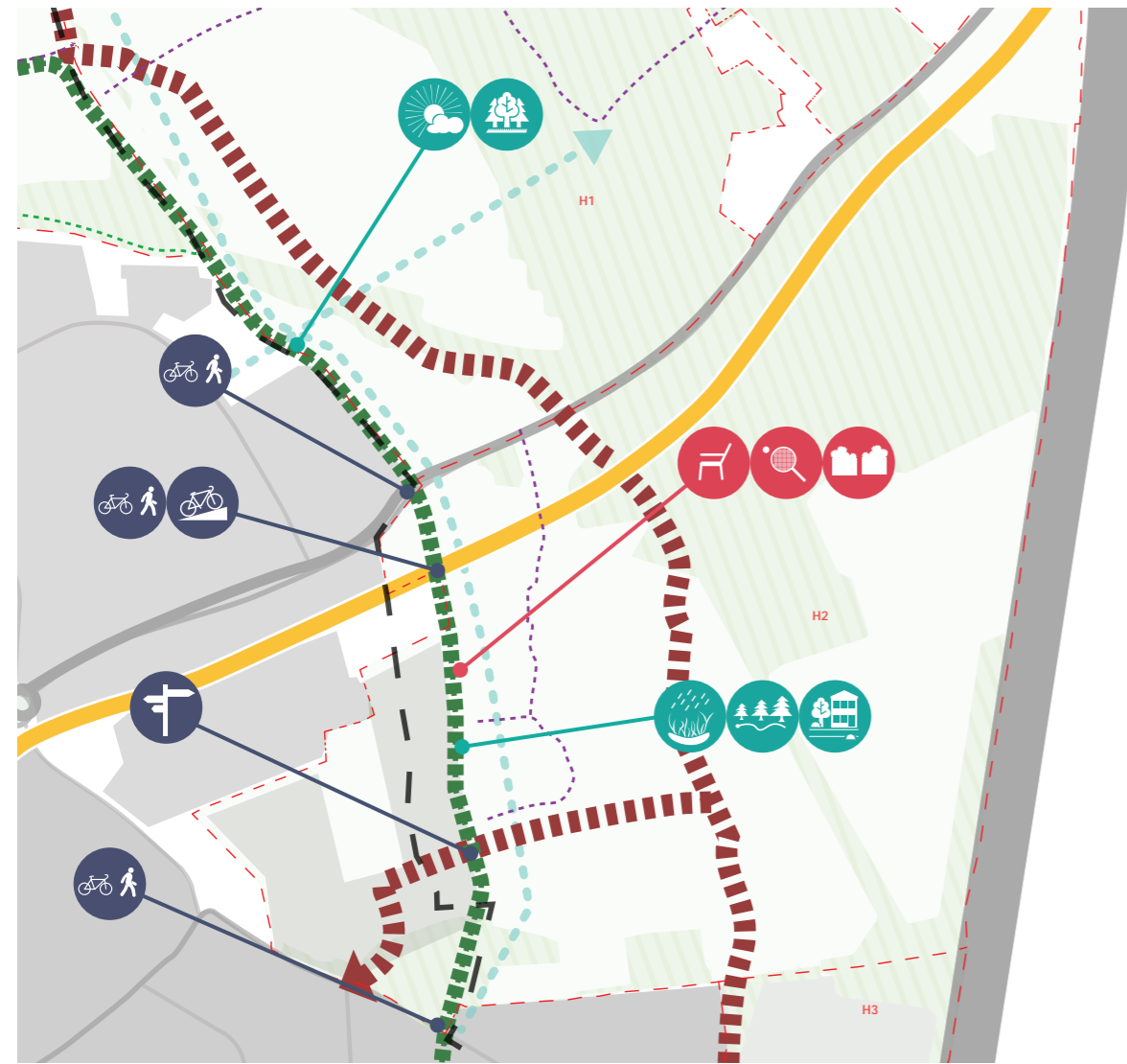


Figure 65 : Green Loop Key

12.10 Section 7: East Hemel Hempstead (North)



- Natural lighting
- Urban greening measures
- Biodiversity measures
- Sustainable urban Drainage (SuDS)
- Natural edges
- Wayfinding
- Improved cycle access
- Space for cyclists and pedestrians
- Places to rest, stop and relax
- Informal food growing
- Play for all

12.10.1 Green and Blue Infrastructure

12.10.1.1 The hedgerows along Holtsmere End Lane **should** be well maintained and managed to ensure that there is adequate space for pedestrians and cyclists, and to improve visibility along the route.

12.10.2 Transport and Mobility

12.10.2.1 Improvements **should** be made to the crossings where the Green Loop crosses both Three Cherry Trees Lane and Redbourn Road.

12.10.2.2 Within H2 well-designed wayfinding **should** be integrated along the route to highlight Green Loop route and access to sustainable transport along the STC.

12.10.2.3 Access **should** be provided to the Nickey Line suitable for both pedestrians and cyclists, at the Bridge where Cherry Tree Lane crosses the Nickey Line.

12.10.3 Placemaking

12.10.3.1 Seating, play along the way structures and informal food growing features **should** be integrated along/ adjacent to the route within H1 and H2.

Figure 66 : Green Loop Section 7

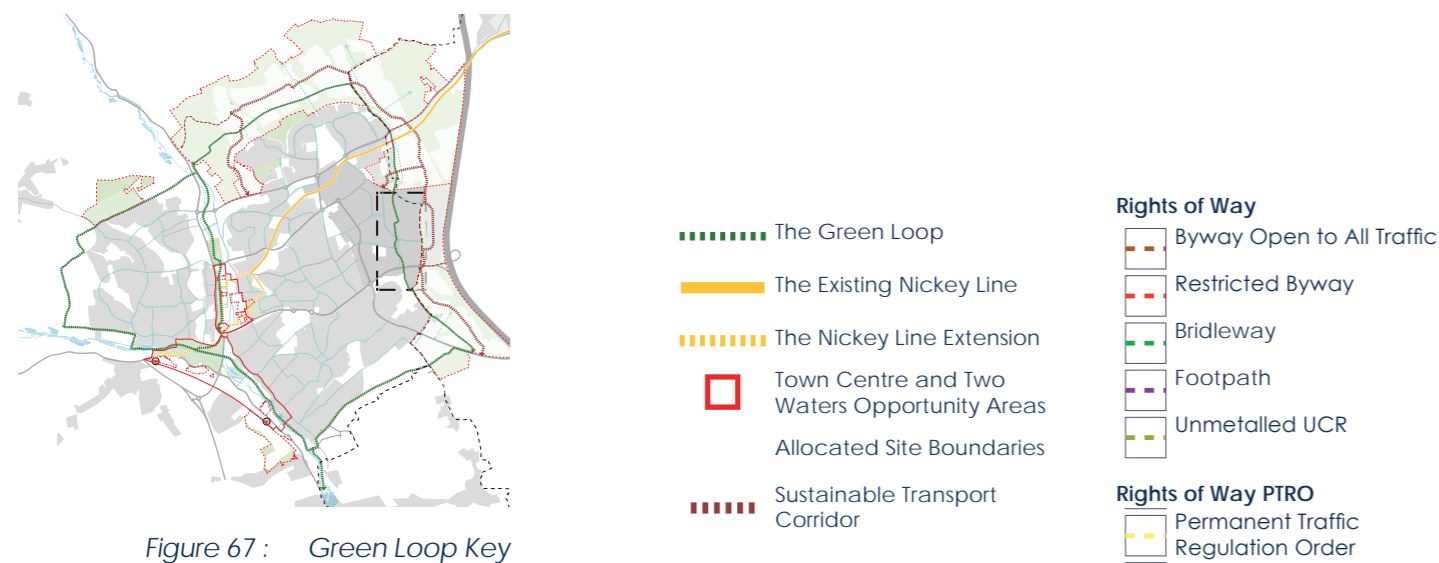
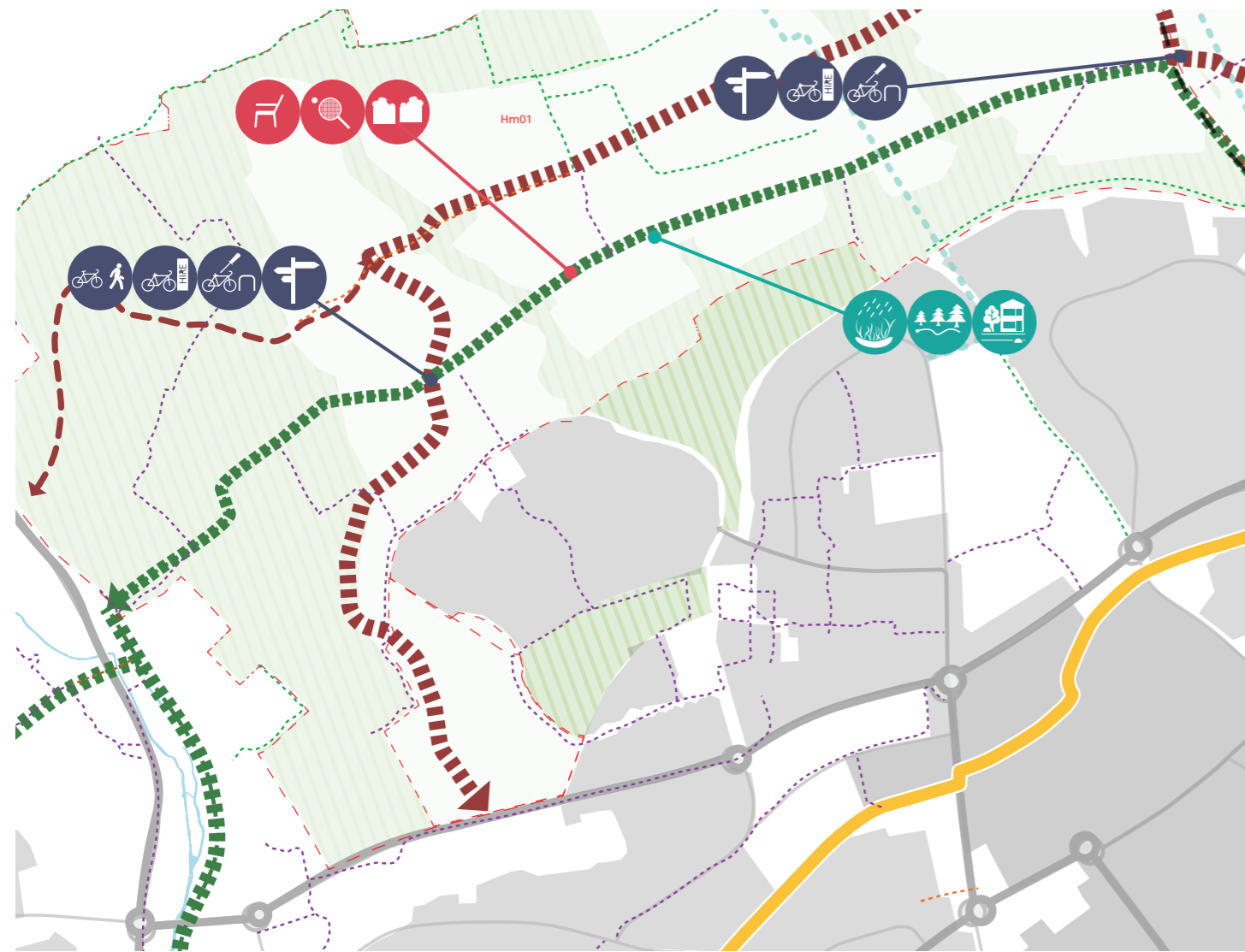


Figure 67 : Green Loop Key

12.11 Section 8: North Hemel Hempstead



- Urban greening measures
- Biodiversity measures
- Sustainable urban Drainage (SuDS)
- Wayfinding
- Space for cyclists and pedestrians
- Cycle stop
- Cycle hire
- Places to rest, stop and relax
- Informal food growing
- Gateway features
- Play for all

Figure 68 : Green Loop Section 8

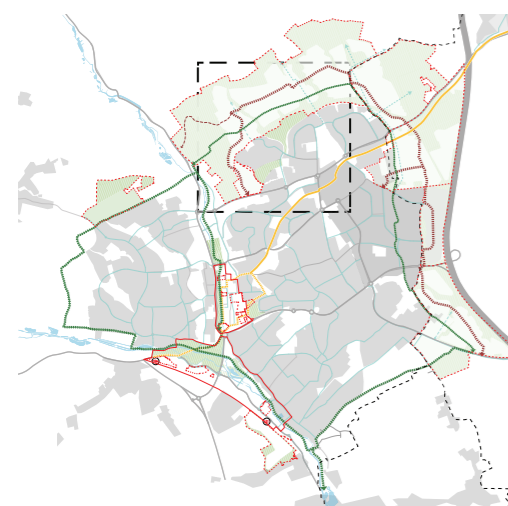


Figure 69 : Green Loop Key

- | | |
|---|------------------------------------|
| The Green Loop | Byway Open to All Traffic |
| The Existing Nickey Line | Restricted Byway |
| The Nickey Line Extension | Bridleway |
| Town Centre and Two Waters Opportunity Areas
Allocated Site Boundaries | Footpath |
| Sustainable Transport Corridor | Unmetalled UCR |
| | Rights of Way PTRO |
| | Permanent Traffic Regulation Order |

12.11.1 Green and Blue Infrastructure

12.11.1.1 Urban greening and biodiversity measures **should** be integrated along the length of the route within Hm01

12.11.2 Transport and Mobility

12.11.2.1 Within Hm01 well designed wayfinding **should** be integrated along the route to highlight Green Loop route, in particular highlighting sustainable and active travel routes where the route crosses the STC.

12.11.2.2 Bicycle self-repair service station, cycle storage stands and a cycle hire station **should** be provided where the route crosses the STC.

12.11.3 Placemaking

12.11.3.1 Seating, Play on the way features and informal food growing features **should** be integrated along/adjacent to the route within Hm01.

12.12 Section 9: Polehanger Lane

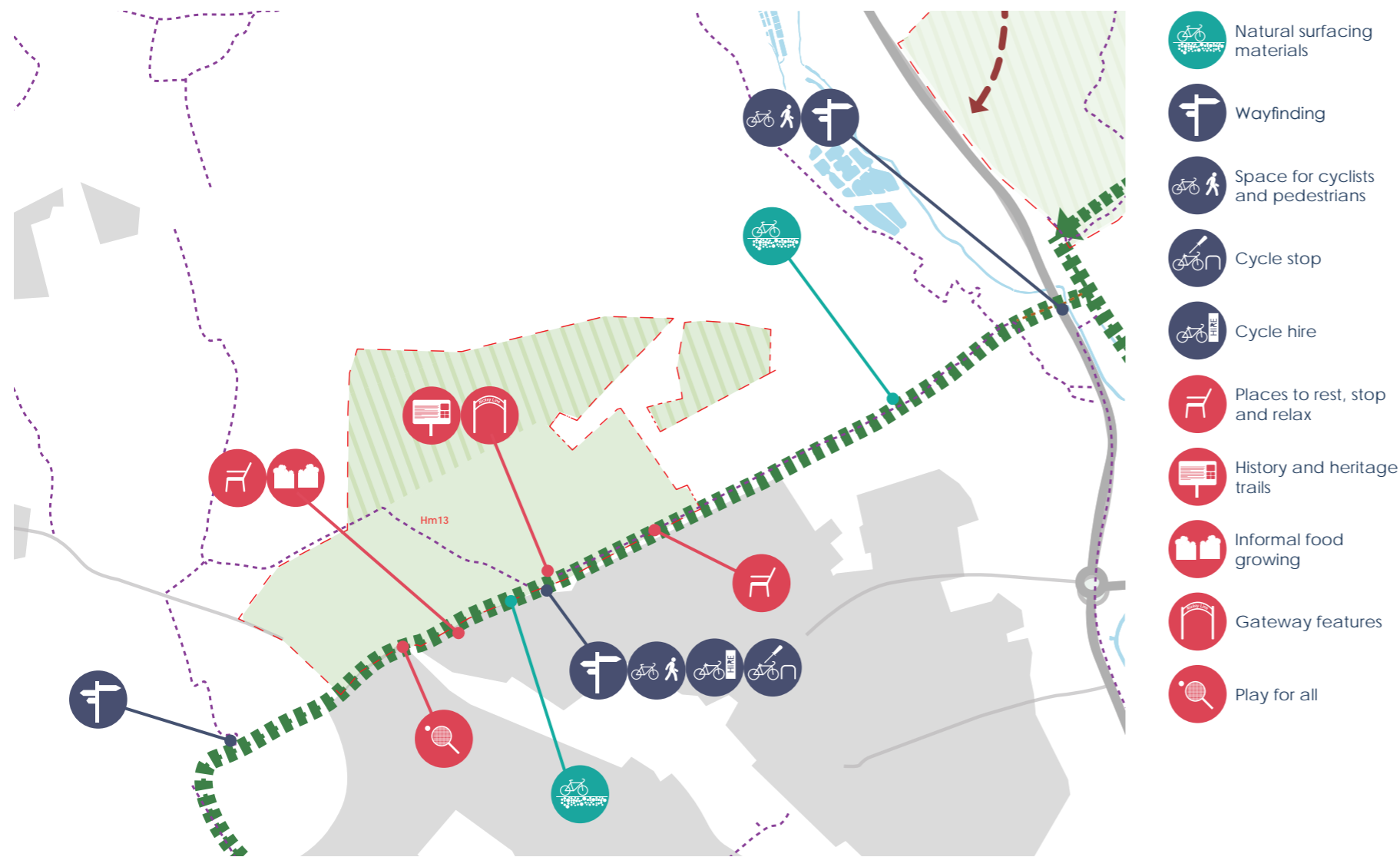


Figure 70 : Green Loop Section 9



Figure 71 : Green Loop Key

12.12.1 Green and Blue Infrastructure

12.12.1.1 The route within Hm13 **should** be surfaced in permeable hard landscaping.

12.12.1.2 Improvements to the pathway along PRow Hemel 013 **should** be made and maintained to allow for walking, wheeling and cycling.

12.12.2 Transport and Mobility

12.12.2.1 Where the route runs within or adjacent to Hm13, space **should** be provided within the site to ensure that this segment of the route is adequately wide for cycling, wheeling and walking use.

12.12.2.2 Bicycle self-repair service station, cycle storage stands and a cycle hire station **should** be provided in convenient locations along the route.

12.12.2.3 Wayfinding signage **should** be introduced at the Junction between PRow HH 013 and Leighton Buzzard Road and where the Green Loop meets PRow HH18, to include a Green Loop route map, and directions to the new primary school and SANG provision.

12.12.2.4 Improvements **should** be made to the junction of Leighton Buzzard Road to provide a safe crossing point.

12.12.2.5 Wayfinding signage **should** be installed to highlight access to PRow HH 19 from the route.

12.12.3 Placemaking

12.12.3.1 The provision of seating, play on the way elements, informal food growing, and history, heritage and nature trail information boards **should** be integrated at strategic points at widened areas of the route to the southern side Hm13.

12.12.3.2 A gateway feature **should** be introduced to highlight the Polehanger Lane community and connection to the Green Loop and SANG provision.

12.13 Section 10: Pouchen End Lane

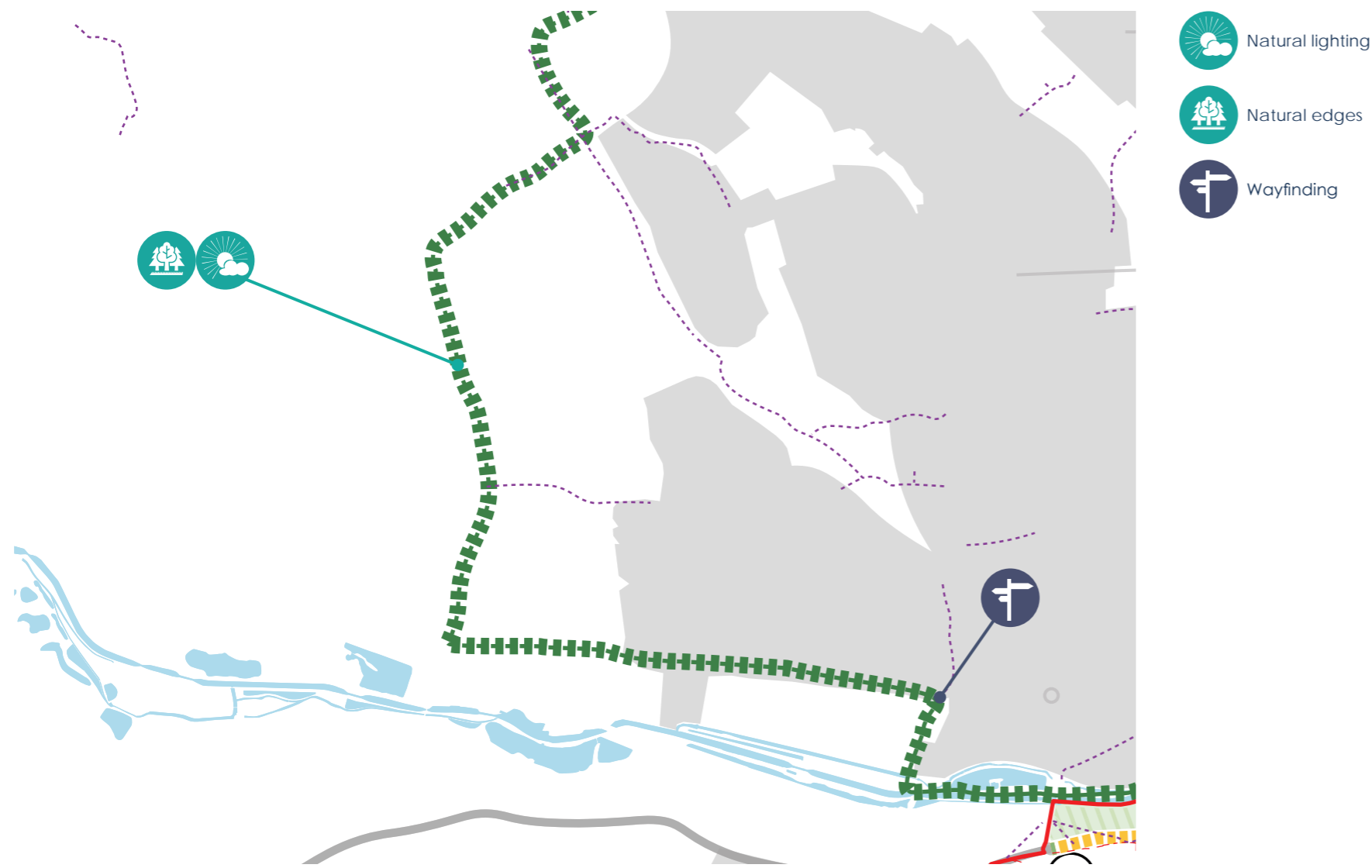


Figure 72 : Green Loop Section 10

12.13.1 Green and Blue Infrastructure

12.13.1.1 The hedgerows along Pouchen End Lane **should** be well maintained and managed to ensure that there is adequate space for pedestrians and cyclists, and to improve visibility along the route.

12.13.2 Transport and Mobility

12.13.2.1 Wayfinding signage **should** be installed along Old Fisheries Lane to highlight connection to the route via Pouchen End Lane to the west and along the Canal towards Hemel Hempstead Station to the east.



Figure 73 : Green Loop Key Plan

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HGC Framework & Transformation SPD

Appendix 1 Glossary

June 2026



Hemel
Garden
Communities

hemelgardencommunities.co.uk



Active frontages

Building frontages that engage with the street and public realm, promoting interaction and vibrancy. Ground floors may host cafés, shops, or restaurants, contributing to safety and vitality.

Allocated Site / Allocation (site)

A parcel of land designated in the Local Plan for specific development purposes (housing, employment, etc.), with detailed proposals and requirements guiding its future development.

Apportionment

The allocation of infrastructure costs and responsibilities among different development parcels and stakeholders.

Collaboration Agreement

A formal agreement between landowners and developers to work collectively in line with the policy framework and this Framework & Transformation SPD, ensuring comprehensive and timely delivery.

Density

Residential density is a measure of the intensity of residential land use in a given area, typically quantified as dwellings (or people) per hectare. It helps gauge land usage and plan the infrastructure, services, and amenities required to support the local population.

Design & Access Statement (DAS)

A statutory document outlining design principles and how proposals ensure accessibility and inclusivity.

Delivery & Implementation Applicant Requirements

A set of obligations and supporting information applicants must provide to show how development will be phased, funded, and delivered in accordance with strategic objectives set out within this Section A2 of this SPD.

Framework & Transformation Supplementary Planning Document (FTSPD)

A Supplementary Planning Document providing detailed guidance on delivering Hemel Garden Communities in line with the Local Plans, focusing on masterplanning, design principles, and infrastructure delivery.

F&T SPD Applicant Checklist

A compliance tool requiring applicants to demonstrate how proposals align with the Framework & Transformation SPD principles and guidance.

Funding Opportunities

Potential sources of financial support for infrastructure and development, including government grants and loans.

Growth Area(s)

Areas allocated for substantial development (housing, employment, retail, transport) expected to deliver site-specific requirements and align with local and national policies. In the context of this SPD, Growth Area(s) refer to the areas north and east of Hemel Hempstead.

Hemel Hempstead Transport Study (2026)

Evidence base assessing transport capacity, connectivity, and interventions required to support growth in Hemel Garden Communities.

HGC Governance

The structures and processes for decision-making, oversight, and coordination across Hemel Garden Communities. Further details are set out in the HGC Delivery Statement and A1 of F&T SPD.

HGC Delivery Statement

Document setting out the background and detailed studies, evidence and progress to date with the Hemel Garden Communities Programme.

HGC Infrastructure Delivery Plan (HGC IDP to 2050)

A strategic plan identifying infrastructure needed to support Hemel Garden Communities up to 2050, including transport, utilities, and social infrastructure.

HGC Infrastructure Requirements Template

A standard template for applicants to set out infrastructure obligations, delivery mechanisms, and phasing.

HGC Infrastructure Review Group

A sub-group overseeing infrastructure planning, delivery, and compliance across Hemel Garden Communities.

HGC Phasing & Delivery Strategy

A supporting document to the HGC IDP to 2050, which sets out the sequencing of development and infrastructure delivery to ensure coordinated growth.

HGC Section 106 Framework Agreement Approach

An approach to S106 whereby there is a set of common clauses that form the first part of each individual S106 Agreement associated with individual planning applications for sites within the HGC Programme Area.

Key buildings

Prominent structures with significant visual, functional, or symbolic roles. Often located at focal points such as vistas, intersections, or gateways, serving as landmarks or anchors.

Key corners

Strategically important intersections where streets meet. Highly visible, they define character, aid wayfinding, and enhance legibility of an area.

Land Assembly Strategy

A plan for consolidating land ownership and interests to enable comprehensive development.

Live frontages

Building frontages with ground-floor windows and doors onto the street, creating interest and activity. Usually residential, they provide informal surveillance and improve safety.

Local Plan(s)

A statutory planning document setting out policies and proposals for land use and development within a local authority area. The two Local Plans mentioned in this document are the draft St Albans City and District Council and the draft Dacorum Borough Council Local Plan.

Mobility Hub

A location offering multiple well-connected transport options, plus facilities and information to make sustainable travel more convenient.

Modal Shift

The transition from modes of travel e.g. private car, to active and sustainable modes of travel e.g. bus, cycle, walking, train etc.

Monitor and Manage Approach

A strategy for adjusting delivery plans based on monitoring outcomes and changing circumstances, particularly in regard to Transport.

Monitoring

The process of tracking delivery, compliance, and performance against agreed plans and obligations.

Opportunity Area

Borough locations suitable for higher-density development, including tall buildings, due to strong transport access and diverse facilities.

Outline Planning Application (OPA)

An application seeking approval for the general principles of development, with detailed matters reserved for later approval.

Partnership Working

Collaborative arrangements between authorities, developers, and stakeholders to achieve shared objectives.

Permissions

Sites with an existing planning permission.

Placemaking

The coordinated process of shaping the built environment to create sustainable, distinctive places. Involves massing, active frontages, key buildings, and corners to enhance character and resilience.

Planning Conditions

Requirements attached to a planning permission to control development and ensure compliance with policy.

Planning Performance Agreement (PPA)

An agreement between applicants and the local authority setting out timescales, resources, and expectations for pre-application engagement.

Section 106 / CIL

Legal agreements and charges securing developer contributions towards infrastructure and community benefits.

Stewardship & Placemaking SPD

Guidance on long-term management and stewardship of community assets, public spaces, and infrastructure to ensure sustainable place-making.

Strategic Sites

Large, significant development locations essential to long-term growth visions. Require comprehensive masterplanning, infrastructure, and community facilities.

Suitable Alternative Natural Greenspace (SANG)

Outdoor natural areas designed as accessible alternatives to the Chiltern Beechwoods SPA, providing recreational opportunities.

Sustainable Drainage Systems (SuDS)

Approaches to surface water drainage management that reduce flood risk on sites or areas.

Sustainable Transport Corridor (STC)

Designed to make sustainable travel options more convenient, connecting Growth Areas to towns at key points without acting as bypasses.

Transport Assessment

A technical report assessing the transport impacts of a development and proposed mitigation measures.

Transport Review Mechanism

A process for reassessing transport impacts and mitigation measures as development progresses. See also Monitor and Manage.

Quality of Place

Quality of Place refers to the combined physical, social, and environmental attributes that make a location attractive, safe, and functional for people. It focuses on creating clean, vibrant, and well-designed public spaces that foster community pride and wellbeing. Key elements include accessibility, inclusivity, green spaces, safety, and a distinct local identity.

Windfall

Sites that come forward for development but are not allocated in a Local Plan or Neighbourhood Plan.

DC – Development Corporation

DBC – Dacorum Borough Council

FP – Framework Plan

F&T - Framework and Transformation

GI - Green Infrastructure

HCC – Hertfordshire County Council

Herts IQ – Hertfordshire Innovation Quarter

HGC – Hemel Garden Communities

HH - Hemel Hempstead

HHTS - Hemel Hempstead Transport Study

HmXX- Hemel Hempstead Site Allocation Number (DBC)

IDP - Infrastructure Delivery Plan

LGR - Local Government Reorganisation

LP - Local Plan

MHCLG – Ministry of Housing, Communities and Local Government

SADC – St Albans City & District Council

SDC - Strategic Design Code

SPD – Supplementary Planning Document

S&P - Stewardship and Placemaking

TCPA – Town and Country Planning Association

TV&S – Transport Vision & Strategy to 2050

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HGC Framework & Transformation SPD

Appendix 2 Applicant's Checklist June 2026



Hemel
Garden
Communities

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1 The Planning Application Process and Expectations

The Authorities will continue to promote high-quality design across the HGC Programme Area and support the use of planning and design tools that enhance the planning application process. Their use will be agreed through early engagement between the Authority and Applicant and used where appropriate, including:

Pre-Application - The SPD will inform pre-application discussions and will be a material consideration in the determination of planning applications. Applicants should use the pre-application process to agree with the Authorities the most relevant and up-to-date guidance to inform their proposals, the use of relevant planning and design tools, such as Planning Performance Agreements and Design Review Panels, and the form of the planning application.

Planning Performance Agreements (PPAs) should usually be used positively and proactively for HGC Programme Area strategic sites and major development, to create a framework in which parties come together to agree the design ethos and approach to an application and how they are going to take a development proposal through the planning process. They can be used to agree the vision and objectives for a development, as well as setting timescales, actions, and resources for handling particular applications. Applicants should refer to the Council's PPA Protocol for more details on the process and its associated benefits.

Design Review Panels provide an independent service in which peers can comment on major development schemes. As part of the masterplanning process for Hemel Garden Communities to date, the Authorities established a bespoke Design South East design review panel and this approach will be maintained to assist with the planning applications. The use of design review will be most appropriate for large-scale applications but may also be required for proposals of a sensitive and/or complex nature and will be funded by applicants. Design reviews should take place at an early stage of pre-application discussions, in order for the recommendations of the review panel to be taken into account in preparing proposals. The requirement for and timing of design reviews should be the subject of early discussion with the Council.

1.1 Application Documents

An application should be accompanied by a suite of documents and information in accordance with national and local planning policy. The information to be submitted is set out in the list opposite.

Outline and full planning applications will need to be accompanied by a Design and Access Statement that will set out how the application relates to the overall HGC Framework & Transformation SPD and fits within the wider Hemel Garden Communities context.

An application will need to provide parameter plans, proposed character areas, typologies and illustrative layouts which will demonstrate how the HGC principles and the F&T SPD design and delivery objectives can be delivered within the proposal.

Any Design Code accompanying Full or Reserved Matters planning applications will need to be prepared in accordance with the national design guidance, the principles of this SPD, the Concept Framework Plan (if within HGC Growth Areas), and the DBC Strategic Design Guide Supplementary Planning Document /SADC Strategic Design Guidance.

All SPD guidance should be applied proportionately and read alongside the relevant Local Plan policies. Applicants are expected to have regard to the latest infrastructure evidence and demonstrate how their proposals contribute proportionately to identified infrastructure requirements, taking account of their scale, nature and timing within the wider HGC Programme Area.

Application Documents List*

- Plans including Location Plan, Parameter Plans (if outline) and supporting drawings
- Design and Access Statement
- Planning Statement
- Environmental Impact Assessment including where relevant Environmental Statement Screening and/or Scoping (with potential Environmental Statement subject to Screening)
- Transport Assessment and Travel Plans (individual or part of Environmental Statement)
- Parking strategy including cycle parking provision
- Flood Risk Assessment and Drainage Strategy
- Infiltration Survey
- Biodiversity Net Gain Assessment Report and Metric (in Excel format)
- Habitat Regulations Assessment Report
- Landscape Visual Impact Assessment (individual or part of Environmental Statement)
- Landscape Strategy
- Topographical Survey
- Tree Survey and Arboricultural Implications Assessment (individual or part of Environmental Statement)
- Outline Landscape and Ecological Management Plan
- Archaeology and Heritage Assessment (individual or part of Environmental Statement)
- Health Impact Assessment (individual or part of Environmental Statement)
- Air Quality Assessment (individual or part of Environmental Statement)
- Noise Impact Assessment (individual or part of Environmental Statement)
- Energy and Utilities Strategy
- Energy and Sustainability (Climate Change) Statement
- Outline Operational Waste Management Plan
- Contamination Assessment
- Construction Environment Management Plan
- Daylight/Sunlight Assessment
- Retail Impact Assessment
- Employment Skills Strategy
- Statement of Community Involvement
- Neighbourhood Plan requirements
- Viability Appraisal
- HGC Framework & Transformation SPD Checklist including 'One Place' Statement
- HGC Stewardship & Placemaking SPD Statement
- HGC Infrastructure Requirements Template
- DRAFT S106 Heads of Terms
- DRAFT Infrastructure Delivery Strategy

** Requirements will depend on the size and scale of the proposal, the type of application, and will be informed by pre-application discussions with the Council. Applicants should refer to validation checklists, where relevant and available.*

2 Checklist Considerations

The Applicant's Checklist is a tool to assist in the implementation of the relevant Local Plan policies and the HGC Framework and Transformation SPD.

The purpose of the Checklist is for Applicants to provide the Authorities with evidence, including justification where appropriate, that the guidance contained within the SPD has been considered and applied.

The Checklist focus is on section A2 and HGC Programme Area Strategy Approach and the Area Specific Strategy Approach.

Applicants should also refer to strategic transformational design guidance for the Nickey Line and the Green Loop in section A3.

Applicants are encouraged to review the guidance and submit the completed Applicant's Checklist with their planning applications.

Section	Content	Checklist part	Guidance	Sites it applies to
A1	Introduction: The purpose, objectives and approach of the Framework and Transformation (F&T) SPD, Policy Context, and How to Use this Document.	N/A	N/A	<ul style="list-style-type: none"> Growth Area - Sites Hm01, DBC; Growth Areas - Sites H1-4, SADC; Strategic Sites - Sites Hm11 and Hm13, DBC; Town Centre Opportunity Area - Sites Hm02 - Hm06, DBC;
A2	Delivery & Implementation: The delivery and implementation strategy for the HGC Programme-wide sites, including sub-area delivery strategies.	HGC Programme Area Strategy Approach Area Specific Strategy Approach	N/A	<ul style="list-style-type: none"> Two Waters Opportunity Area Sites Hm07 - Hm10, DBC; Other HGC Sites including Windfall (non-allocated sites) - Sites Hm14-Hm17 and windfall.
A3	Delivering Transformation: Strategic approach to transformation and transformational design coding for The Nickey Line and The Green Loop.	N/A	Refer to A3	

The HGC Programme Area Strategy Approach Checklist

Growth Areas	Strategic Sites	Town Centre Opportunity Area	Two Waters Opportunity Area	Other HGC Programme Area sites



Please indicate which part of the HGC Programme Area the application site is located within

Applicants should use the checklist to inform the content of relevant planning applications. In filling in the checklist, please indicate which planning application documents address the specific issue listed. If you do not consider the issue to be relevant to your planning application, please indicate 'N/A' and you should explain your reasoning in the planning application submission material. This will help ensure that the application content responds to the SPD in a comprehensive way and will aid the Council in assessing the appropriate content of the planning application material.

The HGC Programme Area Strategy Approach Checklist	Document Reference(s)	Yes	N/A
Delivery & Implementation			
Demonstrate working with the Authorities to support the comprehensive delivery of infrastructure across the HGC Programme Area.			
Demonstrate how proposals will deliver the One Place approach and meet the objectives of the Local Plan, this SPD and the HGC Vision, which could be through a One Place Statement.			
Respond to the HGC Infrastructure Requirements Template in discussions with the Local Planning Authorities, to identify relevant infrastructure requirements.			
Transport			
Demonstrate compliance with Policy LG3 (SADC) and HGC2 (DBC) in HGC Pillar 1, and provide evidence on the interventions required to achieve the relevant mode share targets.			
Monitoring			
Demonstrate working with the Authorities and relevant stakeholders in alignment with the HGC Programme Area approach to monitoring and management.			
Demonstrate funding sources and relevant transport data to support ongoing monitoring of the development impacts, to be agreed via the Travel Plan and S106 process.			
Demonstrate engagement with the Infrastructure Review Group and provide monitoring data as required, to show progress towards infrastructure delivery.			

The Area Specific Strategy Approach Checklist

Growth Areas	Strategic Sites	Town Centre Opportunity Area	Two Waters Opportunity Area	Other HGC Programme Area sites



Please indicate which part of the HGC Programme Area the application site is located within

Applicants should use the checklist to inform the content of relevant planning applications. In filling in the checklist, please indicate which planning application documents address the specific issue listed. If you do not consider the issue to be relevant to your planning application, please indicate 'N/A' and you should explain your reasoning in the planning application submission material. This will help ensure that the application content responds to the SPD in a comprehensive way and will aid the Council in assessing the appropriate content of the planning application material.

The Area Specific Strategy Approach Checklist	Document Reference(s)	Yes	N/A
Growth Areas - H1, H2, H3, H4 (SADC) and Hm01 (DBC)			
Demonstrate how the proposals responds to the Hemel Hempstead Transport Study (2026) with particular regard to Appendix C – Sustainable Transport Corridor & Local Connections.			
Demonstrate how the site development's phasing and implementation plan aligns with the delivery of infrastructure across the wider neighbourhoods /Growth Areas.			
Demonstrate how the proposals accommodate necessary strategic infrastructure that opens up successive, complementary development parcels to ensure the full development opportunity is realised over time.			
Demonstrate through masterplanning how the site fits cohesively within the Framework Plan Concept to ensure a joined-up approach to placemaking and infrastructure delivery.			
Set out whether a collaboration agreement or equivalent has been secured between H1 and Hm01 to ensure the successful delivery of the Northern Sustainable Transport Corridor.			
Growth Areas - H1, H2, H3, H4 (SADC)			
Demonstrate collaboration on the delivery of the Hemel Hempstead Road /Redbourn Road junction, to provide joint access to H1 to H2, secured through a Collaboration Agreement or equivalent.			
Respond to the North HGC Infrastructure Phasing and Delivery Strategy to ensure successful delivery of the Northern Sustainable Transport Corridor and that proposals do not prevent delivery of other parcels.			
Growth Areas - Hm01 (DBC)			
Respond to North HGC Infrastructure Phasing and Delivery Strategy to ensure the northern STC successful delivery and that Proposals do not prevent delivery of other parcels.			
Demonstrate working with the Authorities to identify the best solution for secondary school provision in Sub-Areas B and C, and if a collaboration agreement or equivalent is secured for the wider Hm01 allocation.			

The Area Specific Strategy Approach Checklist	Document Reference(s)	Yes	N/A
Strategic Site - Hm11 and Hm13 (DBC)			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the proposed HGC Green Loop.			
Respond to the latest and relevant guidance including the HGC Stewardship & Placemaking SPD.			
Strategic Site - Hm11 (DBC)			
Demonstrate how the proposed layout prioritises direct and convenient routes for walking, cycling, and public transport to reduce reliance on car travel.			
Where appropriate and proportionate, demonstrate contributions to enhanced/accessible pedestrian and cycle links to Apsley Station, and forecourt improvements including additional cycle parking.			

A2 Delivery & Implementation including Transformation A3 - The Area Specific Strategy Approach (continued)

Growth Areas	Strategic Sites	Town Centre Opportunity Area	Two Waters Opportunity Area	Other HGC Programme Area sites



Please indicate which part of the HGC Programme Area the application site is located within

Applicants should use the checklist to inform the content of relevant planning applications. In filling in the checklist, please indicate which planning application documents address the specific issue listed. If you do not consider the issue to be relevant to your planning application, please indicate 'N/A' and you should explain your reasoning in the planning application submission material. This will help ensure that the application content responds to the SPD in a comprehensive way and will aid the Council in assessing the appropriate content of the planning application material.

The Area Specific Strategy Approach Checklist	Document Reference(s)	Yes	N/A
Town Centre Opportunity Area Sites, DBC - Hm02, Hm03, Hm04, Hm05, Hm06			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the proposed HGC Green Loop.			
Respond to the latest and relevant guidance including the Town Centre Vision and emerging Town Centre Masterplan and the HGC Stewardship & Placemaking SPD.			
Two Waters Opportunity Area Sites, DBC - Hm07, Hm08, Hm09, Hm10			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the proposed HGC Green Loop.			
Respond to the latest and relevant guidance including the Two Waters Masterplan and the HGC Stewardship & Placemaking SPD.			

The Area Specific Strategy Approach Checklist	Document Reference(s)	Yes	N/A
Other HGC Programme Area Sites - including Hm14, Hm15, Hm16, Hm17, Grovehill Neighbourhood Plan sites and Windfall development			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the existing Nickey Line and/or the proposed extension to the Nickey Line.			
Where appropriate and proportionate, demonstrate making contributions to and/or deliver improvements to the proposed HGC Green Loop.			
Hm14 only: Should ensure connectivity through to Hm01. Applicants should respond to the HGC Sustainable Transport Corridor specification as set out in the Hemel Hempstead Transport Study (2026) and Appendix C on the Sustainable Transport Corridor.			
Respond to the latest and relevant guidance including the HGC Stewardship & Placemaking SPD.			

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HGC Framework & Transformation SPD

Appendix 3 Further Resources & Guidance June 2026



Hemel
Garden
Communities

hemelgardencommunities.co.uk



The Authorities' Guidance

The HGC Programme is underpinned by a comprehensive evidence base, supporting the Local Plans for SADC and DBC, and will be a material consideration in planning applications.

HGC Guidance & Evidence Library:

- HGC Charter (2018)
- HGC Spatial Vision (2021) and associated Spatial Pillars
- HGC Framework Plan suite of evidence documents including: Framework Plan Story; Framework Plan Evidence Documents and HGC Framework Concept Plan
- Hemel Garden Communities Infrastructure Delivery Plan to 2050
- North HGC Growth Areas Infrastructure Phasing and Delivery Strategy (June 2026)
- HGC Transport Vision & Strategy to 2050 (2025)
- Hemel Hempstead Transport Study (2026) including Appendix C: Sustainable Transport Corridor for HGC Growth Areas
- Hemel Hempstead Modal Shift Study (2023)
- HGC Nickey Line Vision & Strategy (2025)
- HGC Health & Wellbeing Strategy (2025)
- HGC Green Infrastructure Strategy (2024)
- North Hemel Landscape Study Main Report (2024)
- Hemel Hempstead Historic Study Report (2023)
- HGC Heritage Impact Assessment (2024)
- HGC Socio-economic and Demography Study (2024)
- Higher Education and Research Opportunities (2024)
- HGC Delivery Statement (2026, and subject to annual updates)
- HGC Stewardship & Placemaking SPD (2026)
- HGC Framework & Transformation SPD (2026)

Hertfordshire County Council Guidance:

- HCC Highways Place and Movement Planning and Design Guidance (P&MPDG)
- HCC Service Provision and Place-Making Guide (SP&PMG)
- HCC Developer Contributions Guidance
- Hertfordshire Local Recovery Nature Strategy
- Hertfordshire Healthy and Safe Places Framework

DBC Wider Guidance:

- DBC Infrastructure Delivery Plan
- Transport Modelling including COMET modelling
- DBC Local Cycling Walking Infrastructure Plan (LCWIP)
- Hemel Hempstead Town Centre Vision
- Hemel Place Strategy
- Hemel Hempstead Town Centre Masterplan (Emerging - 2026)
- Two Waters Masterplan Document
- Paradise Design Code SPD
- Maylands Masterplan
- Interim Affordable Housing SPD
- Parking Standards SPD
- Dacorum Strategic Design Guide SPD

SADC Wider Guidance:

- Strategic Sites Design Guidance
- SADC Infrastructure Delivery Plan
- Transport Modelling including COMET modelling
- SADC Local Cycling Walking Infrastructure Plan (LCWIP)
- Maylands Masterplan

Further Guidance



Green and Blue Infrastructure

- [Natural England Guidelines for the Creation of SANGs](#)
- [Natural England's Green Infrastructure Framework](#)
- [Environment Agency Water Framework Directive \(WFD\)](#)
- [Canal & River Trust Towpath for Everyone](#)
- [HCC Local Nature Recovery Strategy](#)



Placemaking

- [National Grid Electricity Transmission Design Guide & Principles](#)
- [National Model Design Code](#)
- [Design and Placemaking Planning Practice Guidance](#)
- [Healthy Streets](#)
- [Historic England Streets for All](#)
- [TCPA Healthy Homes](#)
- [Make Space for Girls - Safer Parks for Women and Girls guidance](#)



Climate Resilience

- [TCPA building climate resilient new communities](#)
- [TCPA Spatial Planning for Climate Resilience and Net Zero](#)



Transport and Mobility

- [Collaborative Mobility UK - COMOUK - Mobility Hubs Guidance](#)
- [Hertfordshire Travel Survey](#)
- [Walk Wheel Cycle Trust's 'Walking and cycling infrastructure design guidance' webpage](#)
- [Walk Wheel Cycle Trust - traffic-free routes and greenways design guide](#)



Healthy Lifestyles

- [Sport England Active Design Guidance](#)
- [Play England Design for Play](#)

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