



PRE-APPLICATION STATEMENT | OCTOBER 2025

Haresfoot Farm, White Hill Road, Berkhamsted HP4 2SU

HARESFOOT FARM

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PROJECT TEAM

- APPLICANT:
HARESFOOT LIMITED
(Joint Venture between Griggs Homes and Partners)
- ARCHITECTS:
ASCOT DESIGN
- PLANNING CONSULTANT:
WARNER PLANNING
- HIGHWAYS & DRAINAGE:
EAS
- LVIA & LANDSCAPE:
LEYTON PLACE
- ARBORICULTURE:
DCCLA
- ECOLOGY:
CSA
- SUSTAINABILITY:
TURLEY
- ENGAGEMENT:
MEETING PLACE
- NOISE & AIR QUALITY:
CASS ALLEN
- ARCHAEOLOGY:
ABRAMS
- HERITAGE:
COGENT
- LIGHTING:
DFL
- GROUND INVESTIGATION:
TRC

1. INTRODUCTION

1.1 EXECUTIVE SUMMARY

This Design and Access Statement has been prepared in support of a Pre-Application Enquiry to Dacorum Borough Council (DBC) regarding the proposed redevelopment of Haresfoot Farm, Chesham Road, White Hill Road, Berkhamsted, Hertfordshire, HP4 2SU.

The site benefits from existing planning consents, including approval in December 2024 for a scheme of 61 dwellings, as well as an alternative scheme comprising 86 dwellings and a community hub building, which was granted permission at appeal.

The current proposals seek to extend the development area and increase the number of dwellings on the site to deliver 130 high-quality new homes, together with associated parking, public open space, and a community building.

At present, the site accommodates a variety of built structures most recently in industrial and employment use. The majority of the buildings are restricted to the film and television industries. In addition, it contains two residential properties, an equestrian centre with stables, a menage, ancillary facilities, two temporary structures, and a range of containers, tankers, and external storage, including areas of spoil spread across the premises.

1.2 SCOPE & CONTENT

This document explains the planning history, design process and planning parameters that has been followed to produce a high-quality design that is in keeping with its surroundings.

This includes:

- Analysis of the site as existing, the immediate area and the wider context.
- Demonstration of the design process (including constraints, opportunities and design principles) followed to reach the final design solution, covering subjects of use, amount, layout, scale, landscaping and appearance.
- Considerations of the constraints of the site to demonstrate that the proposed scheme is well conceived with the aim of integrating with its surroundings.
- Consideration to improve accessibility into the site, within the development and connectivity to transport links in the surrounding area, as well as inclusive access for the elderly and the disabled.

This statement should be read in conjunction with the consultant reports submitted as part of the planning application.



2. SITE CONTEXT

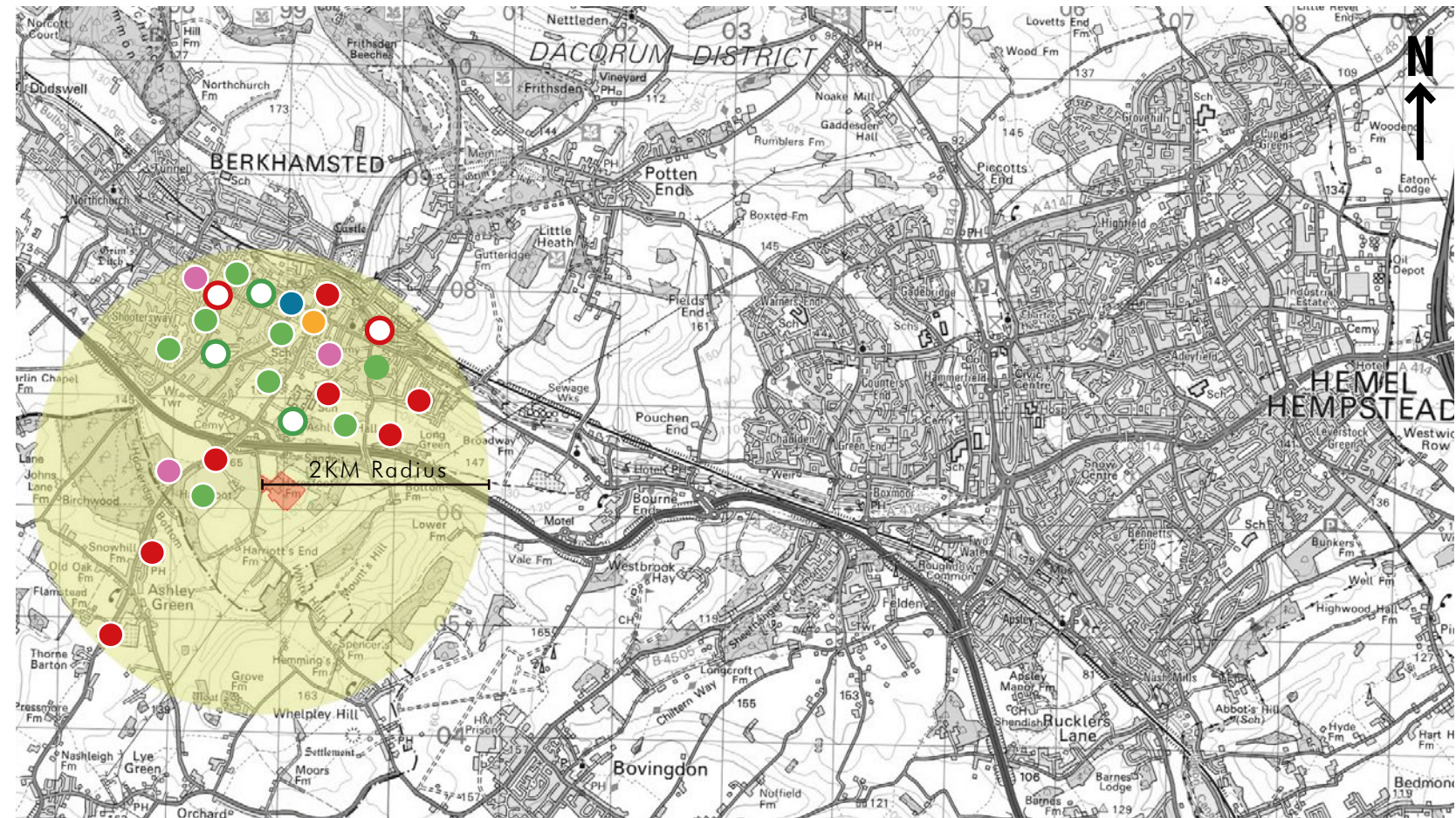
2.1 SITE LOCATION

The site is situated south of Berkhamsted, on the southern side of the A41, providing convenient access.

Access to the site is available via White Hill Road, which is approximately 1.6km (1 mile) or a 20-minute walk to Berkhamsted Town Centre.

Berkhamsted Pre prep school is located approximately 350m west of the site, while Ashlyns School is approximately a 1.2km walk to the north, accessible either via the A41 underpass or a 1.5km road route.

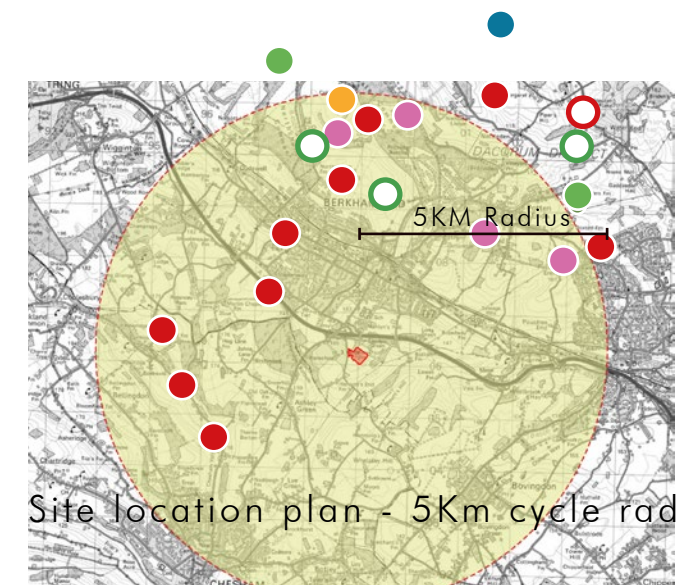
The site benefits from its proximity to various amenities, easily reachable on foot or by bicycle via public right of ways.



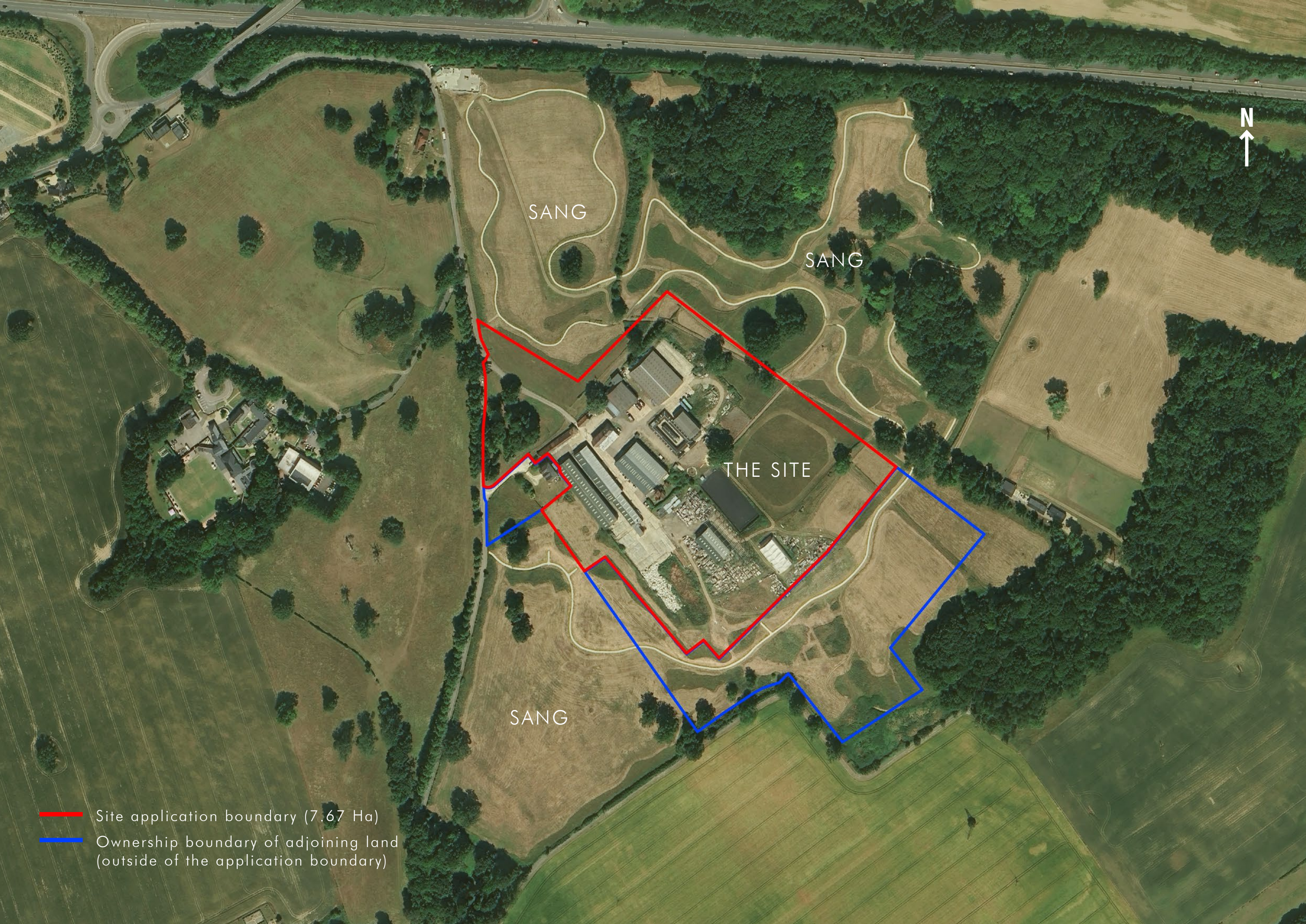
Site location plan - 2Km walking radius

FACILITIES

- | | |
|-----------------------|---------------------|
| ● Train & Bus Station | ● Superstore |
| ● Town Centre | ○ Doctors/ Hospital |
| ● Schools | ○ Care Home |
| ● Pubs & Restaurants | |



Site location plan - 5Km cycle radius



SANG

SANG

THE SITE

SANG

- Site application boundary (7.67 Ha)
- Ownership boundary of adjoining land (outside of the application boundary)

2. SITE CONTEXT

2.2 SITE OVERVIEW

The site spans across 7.67 hectares (area contained within red line boundary) and is located within Hertfordshire County Council, under the administration of Dacorum Borough Council.

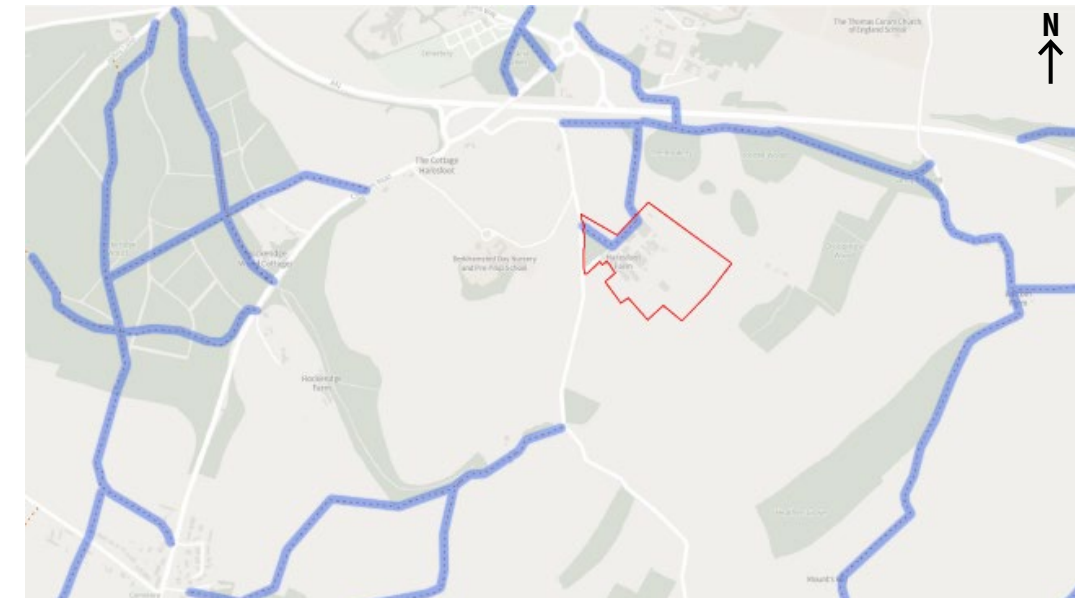
The site was a former farm, dated to 1890s. Presently, the site comprises a mix of existing built structures primarily designed for industry employment purposes - serving as film and television prop storage and other commercial uses. Additionally, there are two residential dwellings, an equestrian centre with stables, ancillary agricultural facilities, two temporary structures, and various containers and out storage (spoil) spread across the premises.

The site is bound by Berkhamsted FP 041 (Public Right of Way) which links north to Berkhamsted passing under the A41 leading to Berkhamsted Town Centre.

The site is bound by an ancient woodland located to the southeast and the land surrounding the site is permitted as a SANG which has now been constructed.



Historic map



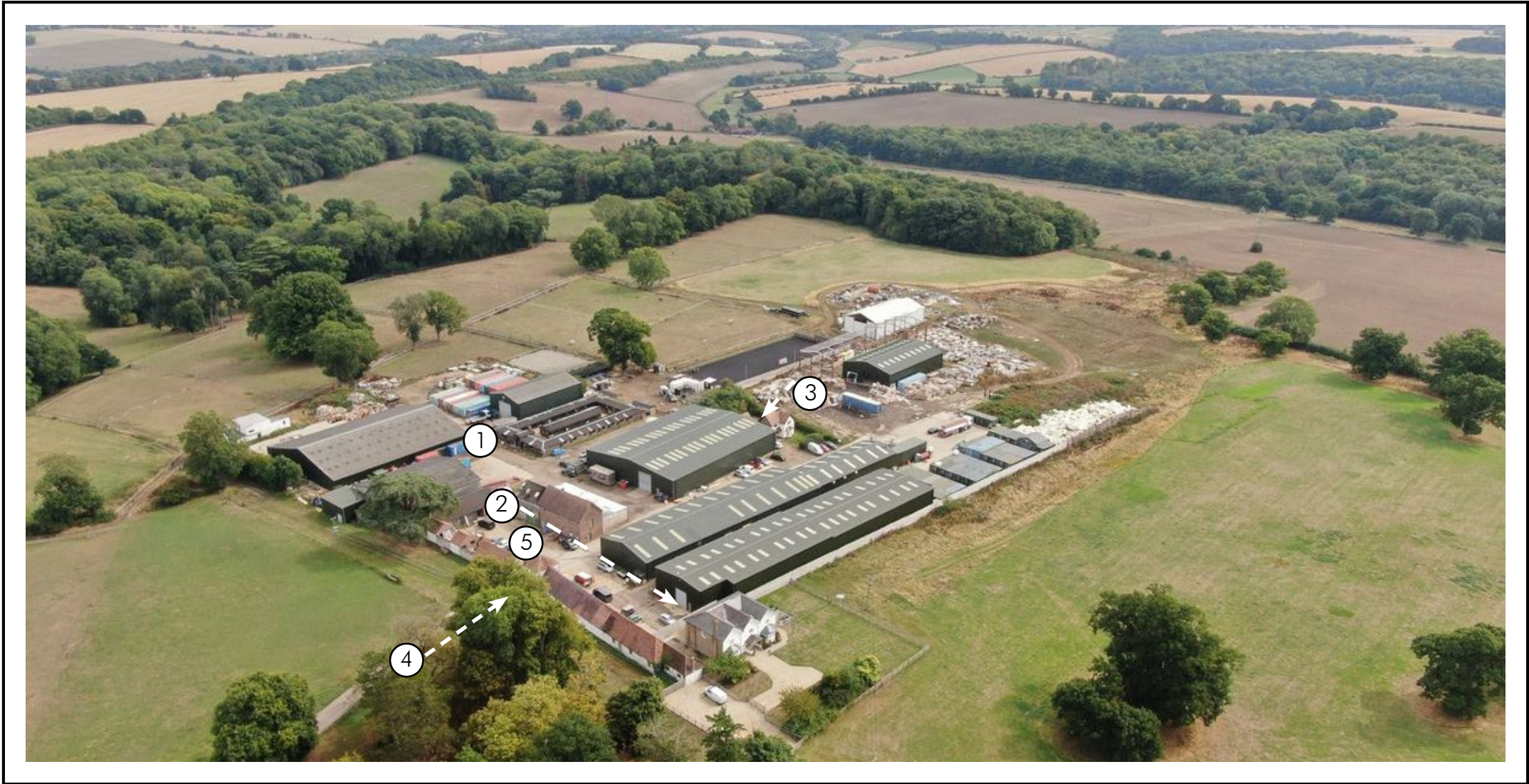
Public right of way plan



Ancient woodland plan

2. SITE CONTEXT

2.2 SITE OVERVIEW



North-west aerial photo



2. SITE CONTEXT

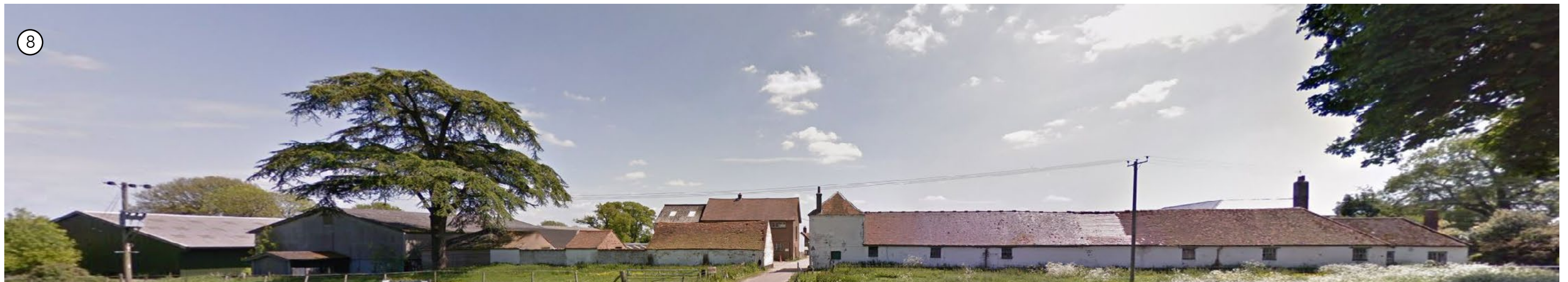
2.2 SITE OVERVIEW



North-east aerial photo

2. SITE CONTEXT

2.2 SITE OVERVIEW



2. SITE CONTEXT

2.3 PLANNING CONTEXT

The NPPF sets out a presumption in favour of sustainable development and paragraph 7 identifies that there are three dimensions to sustainable development, comprising (i) economic, (ii) social and (iii) environmental:

An economic role – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure. -

A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high-quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being.

An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change, including moving to a low carbon economy.

The site is previously developed land within the Metropolitan Green Belt. It is not allocated under the adopted Development Plan. A main principle of the National Planning Policy Framework (NPPF) is to support and achieve sustainable development. Chapter 11 states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Chapter 5 highlights the importance of delivering a sufficient supply of homes.

Paragraph 153 of the NPPF explains that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It adds that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 148 of the NPPF advises that: 'Where it is necessary to release Green Belt Land for development, plans should give priority to previously developed land, then consider grey belt, which is not previously developed, and then other Green Belt locations.'

Furthermore, paragraph 155 of the NPPF advises that: 'The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where:

- a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b) There is a demonstrable unmet need for the type of development proposed;
- c) The development would be in a sustainable location, with particular reference to [paragraphs 110 and 115 of this Framework] 57; and
- d) Where applicable, the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.'

Annex 2 of the NPPF defines Grey Belt as follows: 'For the purposes of plan-making and decision-making, "grey belt" is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. "Grey belt" excludes land

2. SITE CONTEXT

2.3 PLANNING CONTEXT

where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development’.

As noted above, Paragraph 155 introduces the concept of “grey belt” land, which enables the development of homes, commercial or other development in the Green Belt not to be regarded as inappropriate if specified conditions are met.

“Grey belt” is defined in the Glossary to the NPPF as land in the Green Belt that does not strongly contribute to any of purposes (a), (b) or (d) in Paragraph 143 of the NPPF. However, it excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt would provide a strong reason for refusing development).

As has been demonstrated in the previous application and appeal decisions, the site is previously developed. The Site has also been assessed by the Council, at appeal and by ourselves to not strongly contribute to any of the relevant purposes (a), b), or d)) of the Green Belt. As a result, the site meets the definition of Grey Bel.

The below tables set out how the proposed scheme would comply with the relevant paragraphs of the NPPF (Paragraph 155 and 156).

Paragraph 155 Criteria	Haresfoot Assessment
a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;	Met – The Site previously developed and is Grey Belt Land.
b) There is a demonstrable unmet need for the type of development proposed;	Met – It is widely accepted there is a considerable need for new homes in Dacorum – with the Council unable to demonstrate a five-year housing land supply. This was confirmed within the appeal on the site.
c) The development would be in a sustainable location, with particular reference to Paragraphs 110 and 115 of this Framework;	Met - The Inspector concluded Taking all of the above into account I am satisfied that the proposed development aligns with the vision-led approach outlined in the Framework by reducing the need to travel and by identifying transport solutions that would deliver a well designed, sustainable place whilst offering a genuine choice of transport modes and promoting walking, cycling and public transport. 19. I find that the proposed development would be an appropriate location for new housing development having regard to the accessibility to nearby services and facilities. It therefore accords with Policy CS1 and the Framework which, amongst other things, seek to manage patterns of growth to achieve sustainable places.
d) Where applicable the development proposed meets the ‘Golden Rules’ requirements set out in paragraphs.	Met – Please see below table.

2. SITE CONTEXT

2.3 PLANNING CONTEXT

Paragraph 156 Criteria "Golden Rules"	Haresfoot Assessment
a) Affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework; or (ii) until such policies are in place, the policy set out in paragraph 157 below.	Met – The provision of 50% affordable homes is proposed.
b) Necessary improvements to local or national infrastructure.	Met – provision of a on-site community hub, pantry, local highways improvements, bike scheme, car club, HertsLynx bus stop. And a significant contribution via CIL towards local infrastructure and s106 contributions to local health care and education are expected via s106.
c) The provision of new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through on-site provision or through access to offsite spaces.	Met – A significant portion of accessible public open space is proposed on site, along with connectivity to the adjacent SANG land.

Haresfoot Farm, is not affected by any footnote 7 policies, and it would not undermine the purposes of the remaining Green Belt across the plan area, given the scale, location and extent of the Site, and that the site is previously developed. In addition, the appeal approval is also a material fallback for consideration.

Whilst the development extends out of the current built envelope, the principle of this development is acceptable under grey belt rules and this is appropriate development. As the development would utilise Grey Belt land, meets the requirements of paragraph 155 of the Framework and complies with the Golden Rules, it would not be inappropriate development in the Green Belt by definition, and consequently, there is no need to further consider harm to openness. The principle of the proposed development is acceptable.

No very special circumstances are required. The Council recently made a similar assessment of Land north of Chipperfield Road, Kings Langley (25/00143/MOA) where officers and the committee resolved to approved up to 150 dwellings on green fields on the edge of Kings Langley. As noted Haresfoot Farm has considerable built form and the impact on the Green Belt would be much less than compared to Chipperfield Road. The Harefoot scheme is also proposed as a full planning application, and so its delivery is likely to be before the Chipperfield Road Scheme.

2. SITE CONTEXT

2.4 PLANNING HISTORY

Planning application for the site was granted in December 2024, granting permission for the redevelopment of Haresfoot Farm to deliver 61 dwellings.

Officers concluded:

“Taking all of the above into account, officers are of the view that the limited adverse impacts of the proposal would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.”

The approved scheme included the following key elements:

- A total of 61 new homes.
- 42.62% affordable housing provision.
- Highways improvements.
- Provision of electric bikes with dedicated storage facilities.
- An honesty pantry.
- An electric car club for residents.
- Generous green space and biodiversity net gain.
- A bus stop for mini-bus services.
- A housing mix (details set out in the below schedule).

Open Market			Affordable		
57.38%			42.62%		
Unit Type	No. Units	Percentage	Unit Type	No. Units	Percentage
1 bed	-	-	1 bed	5	19%
2 bed	-	-	2 bed	15	58%
3 bed	13	37%	3 bed	6	23%
4 bed	14	40%	4 bed	-	-
5 bed	8	23%			
OPM	35 Units		AFF	26 Units	
TOTAL	61 Units				



Approved site layout (61 unit scheme)

2. SITE CONTEXT

2.4 PLANNING HISTORY

A planning application for the redevelopment of the site to provide 86 dwellings was refused by the Local Planning Authority in May 2024 but was subsequently allowed at appeal in September 2025.

The Inspector concluded:
“Taken together and having regard to the above I find that the adverse impacts of the proposal would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework when taken as a whole. A decision should thus be taken otherwise than in accordance with the development plan.”

The approved scheme comprised the following key elements:

- A total of 86 new homes.
- 40% affordable housing provision.
- Highways improvements.
- Provision of electric bikes with dedicated storage facilities.
- A community hub building, incorporating an honesty pantry.
- An electric car club for residents.
- Generous green space and biodiversity net gain.
- A bus stop for mini-bus services.
- A housing mix (details set out in the below schedule).

Open Market			Affordable		
60%			40%		
Unit Type	No. Units	Percentage	Unit Type	No. Units	Percentage
1 bed	2	4%	1 bed	11	32%
2 bed	-	-	2 bed	15	44%
3 bed	31	60%	3 bed	7	21%
4 bed	13	25%	4 bed	1	3%
5 bed	6	12%			
OPM	52 Units		AFF	34 Units	
TOTAL	86 Units				



Approved site layout (86 unit scheme)

3. DESIGN APPROACH

3.1 VISION

Consistent with the previously approved applications, our vision for the redevelopment of Haresfoot Farm is to create an exceptionally attractive place that reflects and celebrates the character of a traditional farmstead. The scheme seeks not only to redevelop the site but also to respond thoughtfully to its context and local character. Similar farmstead-inspired redevelopments exist within Dacorum and across Hertfordshire, providing a clear precedent for this approach.

The proposed development continues the design intent of the earlier schemes, drawing from key principles of historic farmsteads, including building layout, scale, and distinctive features. Architectural elements such as barn-like structures, generous open spaces, and the use of natural, locally appropriate materials will be integral to the design.

Our aspiration is to create vibrant community spaces that foster social interaction and a strong sense of belonging. We are committed to preserving a sense of place and local identity, ensuring the development feels like a natural and positive evolution of the site.

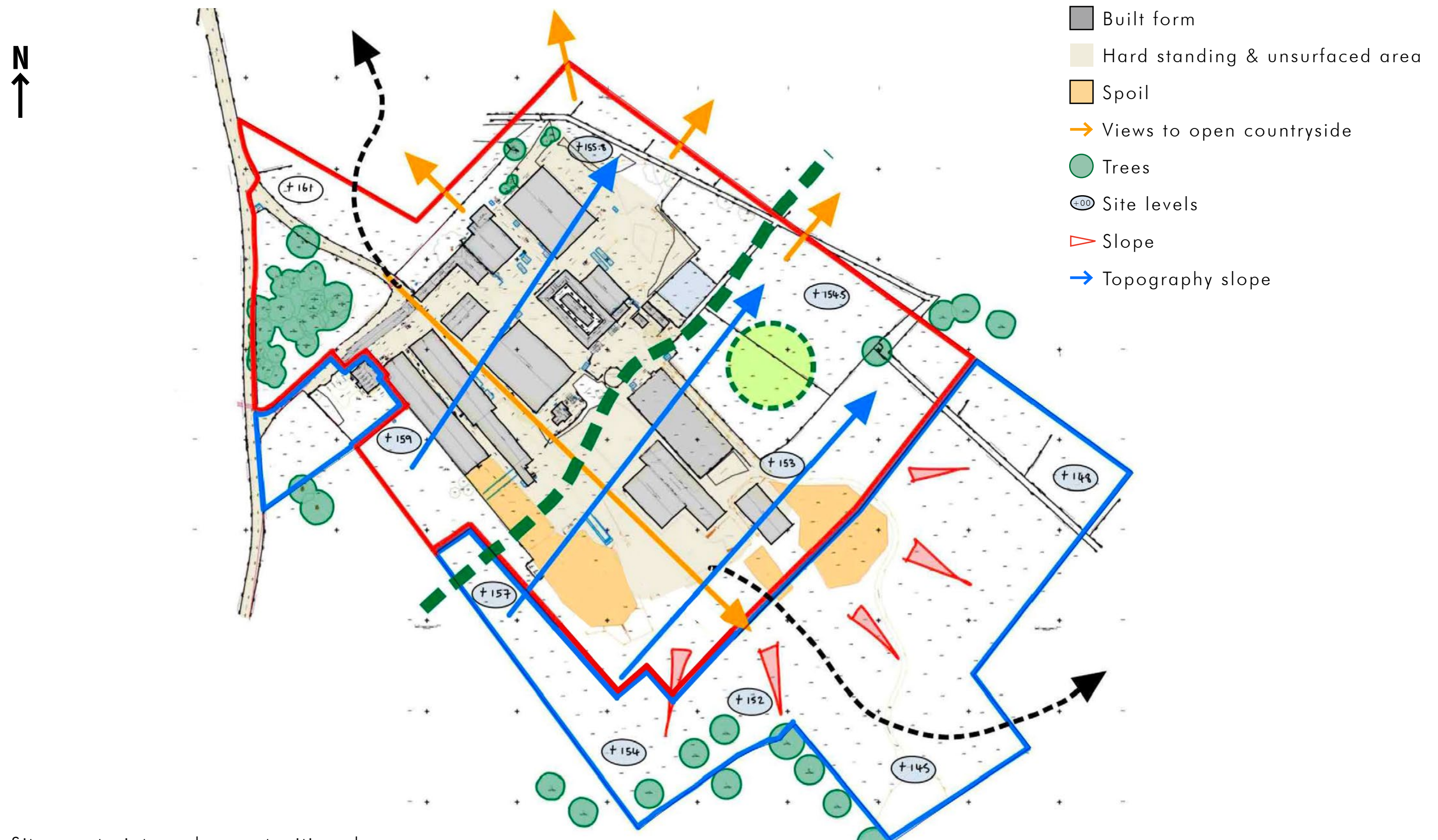


Example layouts of farmstead development



3. DESIGN APPROACH

3.2 SITE CONSTRAINTS & OPPORTUNITIES



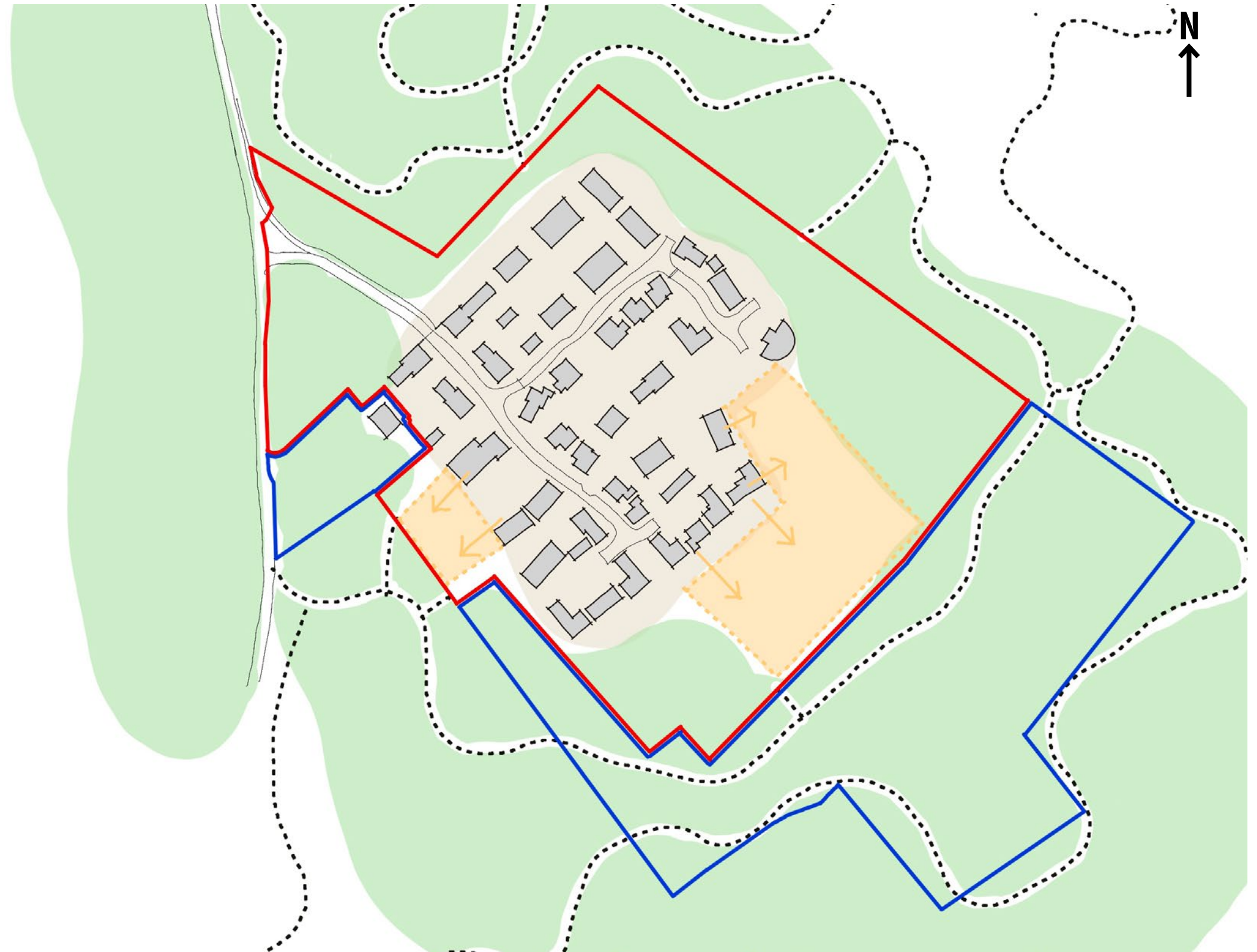
Site constraints and opportunities plan

3. DESIGN APPROACH

3.3 DEVELOPMENT AREA

In line with the most recently appealed scheme, the proposals retain the existing dwelling to the north-west, which lies outside the application boundary, while redeveloping the remainder of the site.

This application seeks to extend the development area further to the south and south-west beyond that of the approved 86-unit scheme, as illustrated on the accompanying plan.

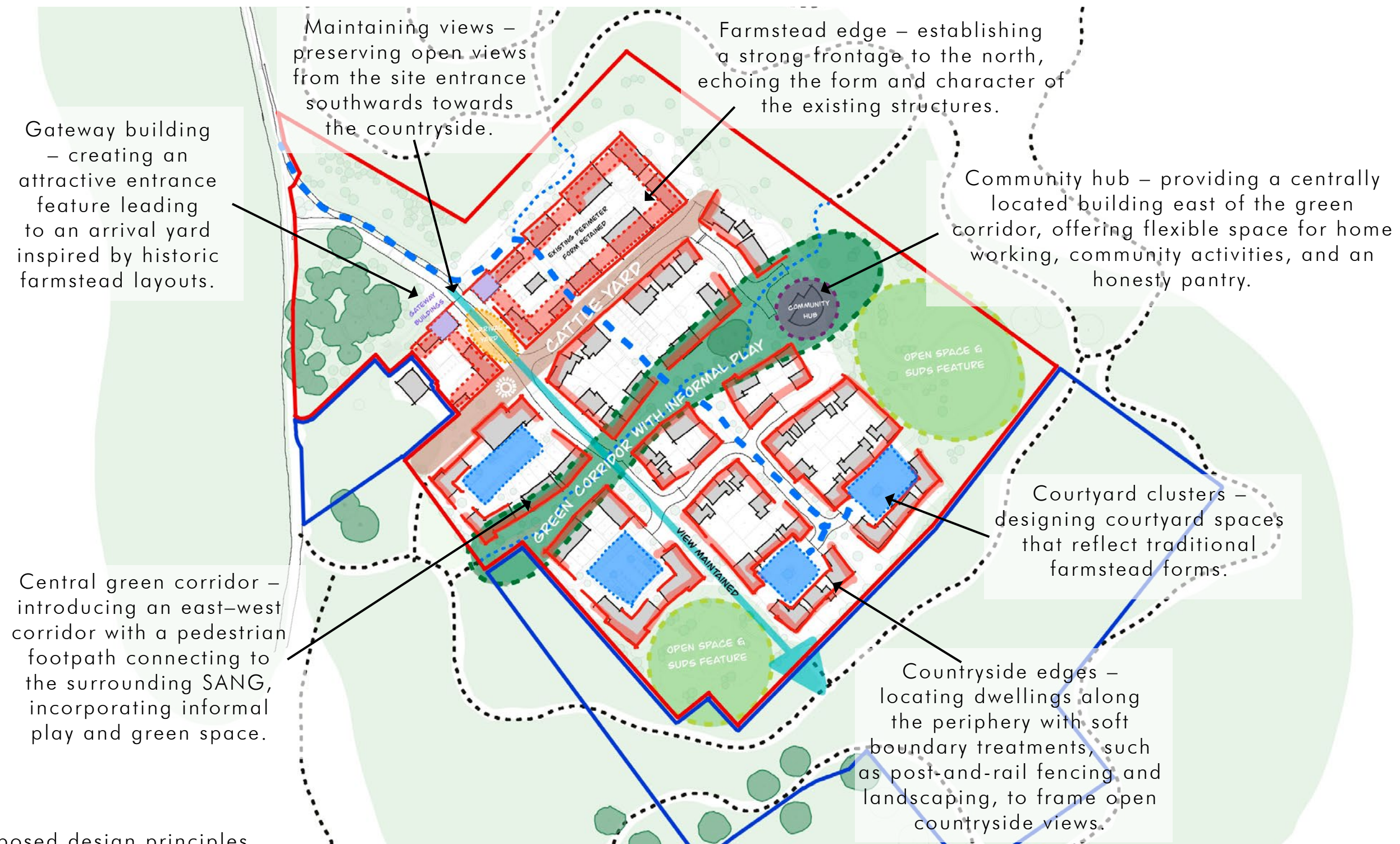


Proposed development area

3. DESIGN APPROACH

3.4 DESIGN PRINCIPLES

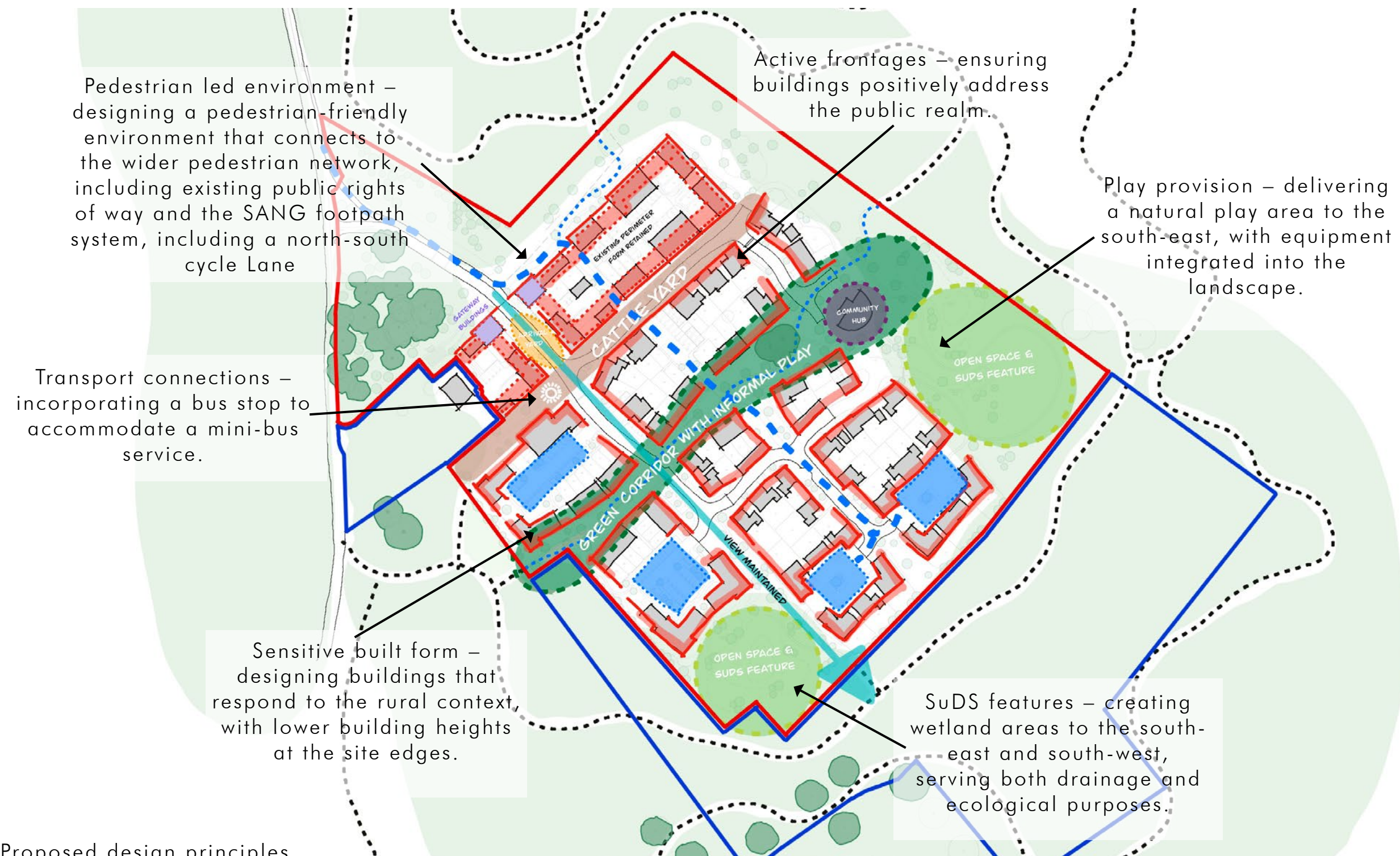
In line with previous proposals, the scheme adopts similar design principles to deliver more than just a collection of buildings. The ambition is to create a vibrant, sustainable community that encourages social interaction, reflects its rural setting, and enhances the site within its landscape. The key design principles are:



Proposed design principles

3. DESIGN APPROACH

3.4 DESIGN PRINCIPLES



Proposed design principles



4. PROPOSALS

4.1 HIGHWAYS & TRANSPORT

The site is accessed off an unclassified road known as White Hill; whilst White Hill has no footways in the vicinity of the site, traffic use is low and it is used by pedestrians as a shared surface. It is a suitable cycle route for this reason. There are no foreseen issues with visibility splays as the access point has been in use for many years without notable issue or accidents.

The site is bound by Berkhamsted FP 041 which links north to Berkhamsted Bridleway 055 and then Byway 040 which then passes under the A41 via a subway and leads to Chesham Road with footways eastwards to Berkhamsted Town Centre circa 1km north of this point. Hence car free routes are available for pedestrians.

Existing bus stops are located a circa 800m walk from the site on the Chesham Road as it passes over the A41. The bus route 354 runs north/south at this point between Berkhamsted and Chesham. To reduce the walking distance to the bus stop it is proposed to install further bus stops nearer to the roundabout with White Hill and hence the distance to the bus service could be reduced to 650m. With the implementation of a new footway across the highway verge this would be further reduced to around 590m. The bus service has a frequency of circa 1 bus every 1 and a half hours between 08:00 and 18:00 (approx.), and discussions would take place in due course to determine the viability of increasing the frequency.

With respect to the site itself and sustainability in transport terms, it is acknowledged that it is at the far reach of the central Berkhamsted area and hence a hub unit is proposed that could be used as an office for residents to hot desk and as a community centre, fulfilling the aims of Hertfordshire County Council's LTP4 Policy 1, which places reducing the need to travel at the top of the

transport hierarchy. To the west of the site access, electric bicycle provisions will be provided for resident use, providing further opportunities for residents to take up active travel and mitigate the incline along Chesham Road.

It is understood that the land surrounding the site is proposed to become public access land as SANG. We anticipate that this will include improving the PROWs that would lead northwards under the A41 to improve public access as well as a circulatory walk, part of which would run adjacent to White Hill, hence a parallel pedestrian route will become available.

It is proposed to install a shared footway and cycleway alongside White Hill, designed to meet the requirements of LTN1/20 as closely as possible. As White Hill is currently used as a shared surface any footway and sustainable route alongside should be welcomed by the highway authority.

The site is circa 2km (1.2 miles; 24 minutes) distance for a walk to the Town Centre. Berkhamsted Pre prep school is located around 350m to the west of the site and Ashlyns Secondary School around a 1.45km (0.9 miles) walk to the north. The site is therefore in walking and cycling distance to a range of facilities and a cycle to Berkhamsted station would be well inside the recommended thresholds. These improvement proposals have been devised cognisant of HCC's LTP4 in order to make the site as compliant as possible, taking into account the spatial context of the site. Significant efforts would be made that would have extensive benefits for the site population.

In pure traffic terms the new use would present a marked improvement, with no detriment to road safety.



A41

N
↑

WHITE HILL

PROW

PROW

PROPOSED SANG

PROPOSED SANG

PROPOSED SANG

WHITE HILL

- Vehicular network
- Pedestrian network
- Public Right of Way (PROW)

Highway and movement diagram

4. PROPOSALS

4.2 PROPOSED SITE LAYOUT



Proposed site layout (not to scale)

4. PROPOSALS

4.2 PROPOSED SITE LAYOUT

The proposed scheme incorporates an increase in the development area, extending to the south and south-west beyond the boundary of the appeal-approved 86-unit scheme, as shown on the accompanying plan.

In total, 82.5% of the approved layout and proposed dwellings from the appeal-approved scheme are retained in their consented form, with the remainder reconfigured and/or extended to accommodate the revised proposals.



Overlay of the appealed scheme (red) and the proposed scheme

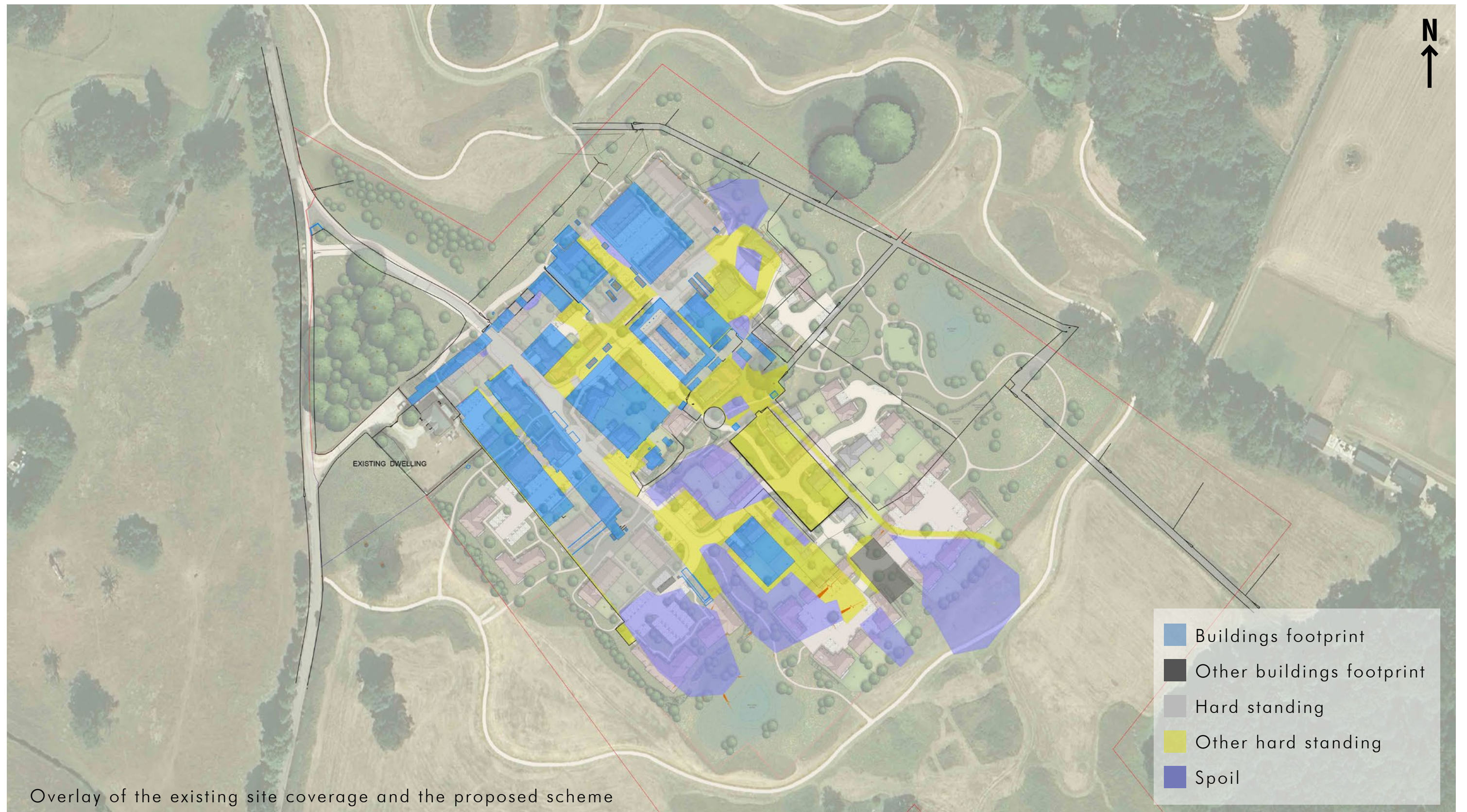
4. PROPOSALS

4.2 PROPOSED SITE LAYOUT



4. PROPOSALS

4.2 PROPOSED SITE LAYOUT



Overlay of the existing site coverage and the proposed scheme

4. PROPOSALS

4.3 USE & AMOUNT

The aim is to transform the current site into a high-quality housing development that is sympathetic with its surroundings. The existing dwelling to the north-west of the site will be retained whilst the remaining land will be redeveloped to housing.

The proposed scheme takes into account the site's history, character, and context, while also adhering to policy requirements and incorporating sound design principles.

The proposed development would have several benefits including:

- Creating an attractive environment and strategically arranging buildings within spacious landscapes.
- Providing biodiversity net gain across the site with landscaping and green spaces.
- Providing much needed and high-quality open market and affordable housing to the area.
- Providing a community building, to serve future residents, which will be a multi-functional building offering dedicated areas for remote working and flexible spaces suitable for various activities, such as meetings, celebrations, educational classes, and sports.



4. PROPOSALS

4.3 USE & AMOUNT

Our aspiration is to create a vibrant and sustainable community that encourages economic growth, social interaction and the highest quality design which will not only benefit the local community but will also feel a natural evolution of the current site.

The existing site comprises unattractive buildings, and the proposals will enable the re-development for a high quality and sensitively designed farmstead scheme to come forward and deliver benefits for the community.

Key benefits are:



130 high-quality new homes



Significant off-site highway and sustainable transport improvements



High quality design



Community hub for those living on the development



Extensive public green space, comprising 3.72ha (48% of the site area), with new landscaping and substantial tree planting



50% provision of much needed affordable homes (65 affordable units)



Electric vehicle charging points



Provide much-needed homes across a range of types and tenures in Dacorum to help the Council reach its five-year housing land supply



Air source heat pumps, meaning no gas boilers on-site



Significant biodiversity net gain

4. PROPOSALS

4.3 USE & AMOUNT

The proposal is to redevelop the site to provides a total of 130 new homes with associated parking and private amenity spaces.

The development provides 50% affordable housing, exceeding the policy requirement. A summary of the proposed housing mix is outlined in the table below:

Open Market			Affordable		
50%			50%		
Unit Type	No. Units	Percentage	Unit Type	No. Units	Percentage
1 bed	2	3%	1 bed	23	35%
2 bed	-	-	2 bed	27	42%
3 bed	43	66%	3 bed	12	18%
4 bed	14	22%	4 bed	3	5%
5 bed	6	9%			
OPM	65 Units		AFF	65 Units	
TOTAL	130 Units				

- Private housing
- Affordable housing
- Community building

Tenure Plan



4. PROPOSALS

4.4 MOVEMENT NETWORK

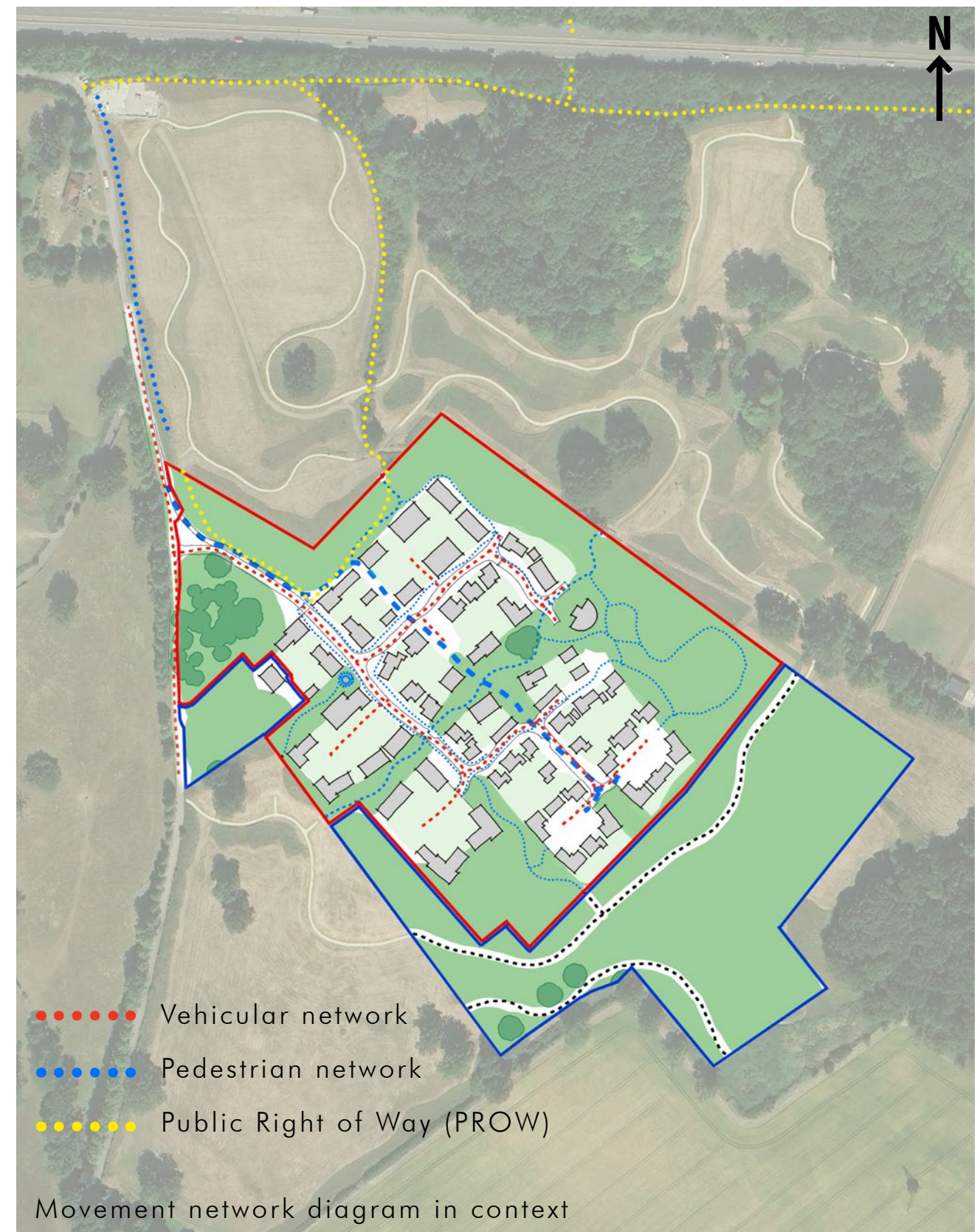
The site is currently under B8/B2 land use alongside a small equestrian building, generating an estimated 325 vehicle trips per day. A significant proportion of these are large vehicles (HGVs), which impact traffic headway, speed and density more so than private cars; therefore these estimated trip generation figures cannot be directly compared with the proposed site, which would primarily generate car movements.

The proposed development of 130 units will generate just 7 and 8 more vehicle PCU trips in each of the network peak hours. And just 76 more throughout the course of the 12 hour day time period.

Furthermore, the nature of these trips across the site to residential locations will provide more dispersed vehicular movements compared to the existing commercial land-uses.

As there will be less HGV's associated with the development proposal than the existing use it is likely that there would be air and noise quality benefits, as well as making other sustainable modes of transport, walking and cycling, more pleasant

As alluded to previously, significant off-site highway and sustainable transport improvements are proposed including two new bus stops; a controlled pedestrian crossing; a speed limit reduction to 40mph along the A416 between White Hill and Kingshill Way; electric bicycle facilities for resident use; and footway widening along the A416.



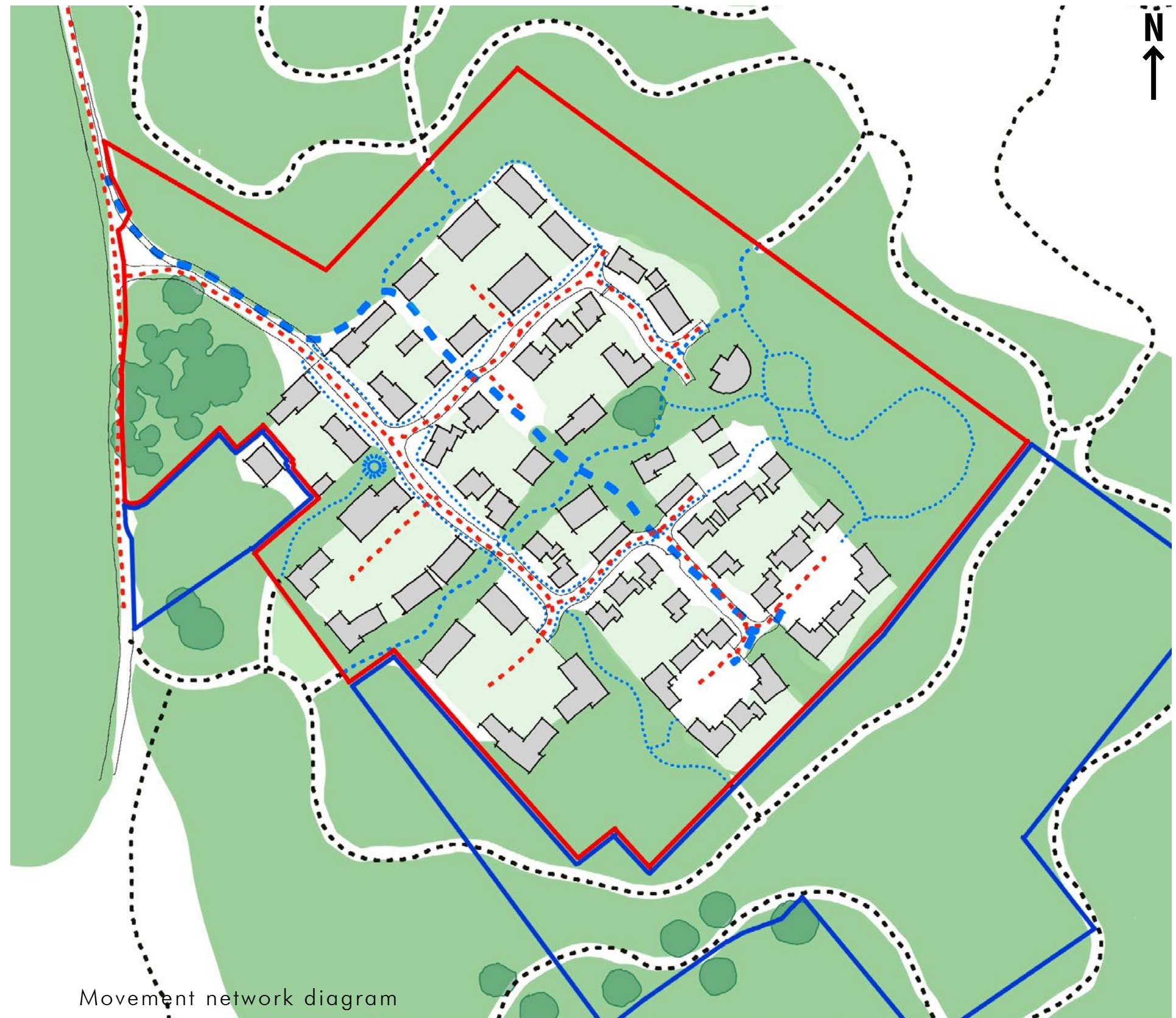
4. PROPOSALS

4.4 MOVEMENT NETWORK

The site is currently accessed off White Hill road. The proposal is to utilise the existing access to serve the future development. Improvement will be made to the access road to meet highways standards and Hertfordshire County Council requirements. The proposed primary roads in the project are designed with a width of 5.5m, grading down to 4.8m in secondary streets, or expanding to 6.1m for shared surfaces where appropriate.

The design of the scheme focuses on promoting pedestrian and cycling activity within the site while also connecting it to the surrounding pedestrian network. This includes connecting to the public right of way to the north part of the site, which provides a link to Berkhamsted, as well as providing connections to the future SANG that is proposed around the site.

- Vehicular network
- Pedestrian network
-  Bus stop



Movement network diagram

4. PROPOSALS

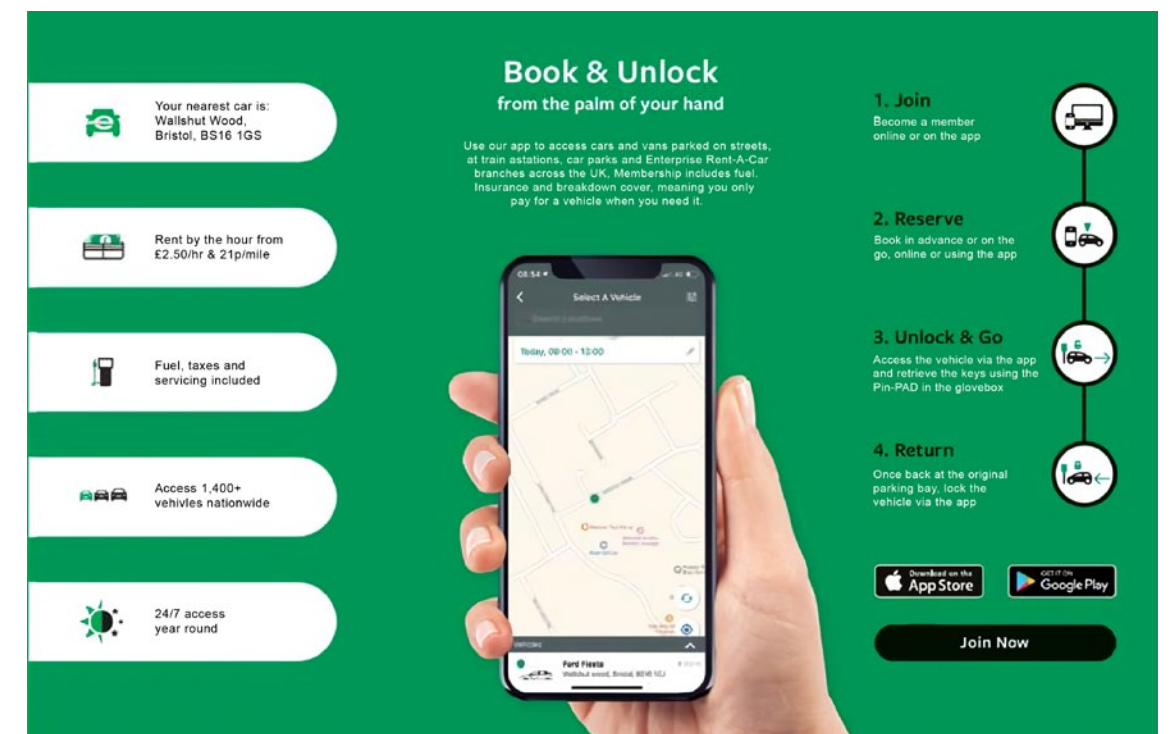
4.4 MOVEMENT NETWORK

Building on the principles established in the previously consented schemes, the proposals promote a sustainable and accessible movement strategy.

- Car Club – An on-site car club will be provided, giving residents convenient access to shared vehicles. Membership will also include access to over 2,500 vehicles across the UK through the Enterprise Car Club network, which continues to expand nationally. A map of the current network is included for reference.
- Bus Stop – A dedicated bus stop for mini-bus services will be located near the site entrance. This will incorporate a lightweight timber shelter designed to complement the scheme's architecture and landscape, and will also provide a dual community function as a small library or book-sharing space.

The site will be served by the HertsLynx service, which operates across North and East Hertfordshire and Dacorum with more than 300 "virtual bus stops." HertsLynx has agreed, in principle, to include a stop within the development, with no objections raised by Hertfordshire County Council.

Each new household will receive a welcome pack and travel voucher to promote early use of the car club and public transport services.



4. PROPOSALS

4.5 SCALE & MASSING

In line with the previous applications, the proposed height of the buildings was carefully designed sympathetically to the context.

The height range between 1.5 storey to 2.5 storeys strategically positioned in the middle of the site, except for the gateway buildings framing the site entrance.

This variation in height provides an interesting street scape and a balanced massing within the overall development and in relation to the surrounding context.

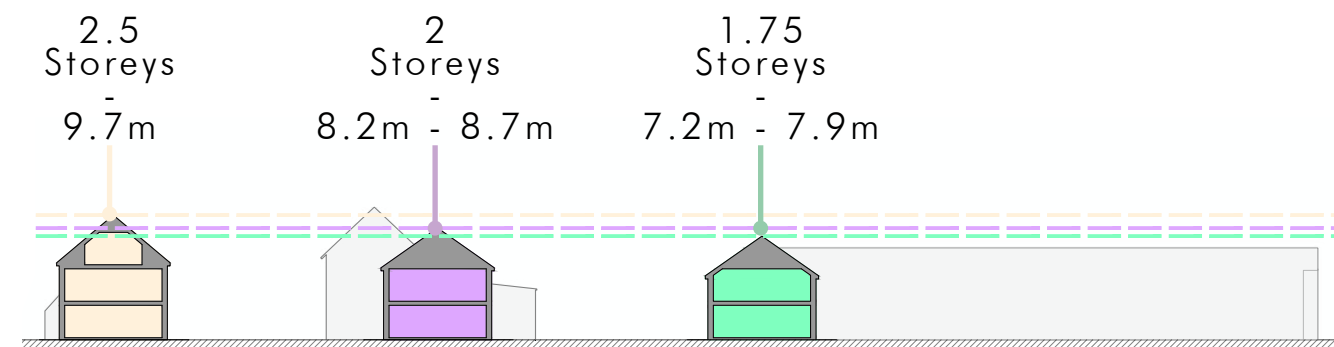
- 1 Storey
- 1.5 - 1.75 Storeys
- 2 Storeys
- 2.5 Storeys



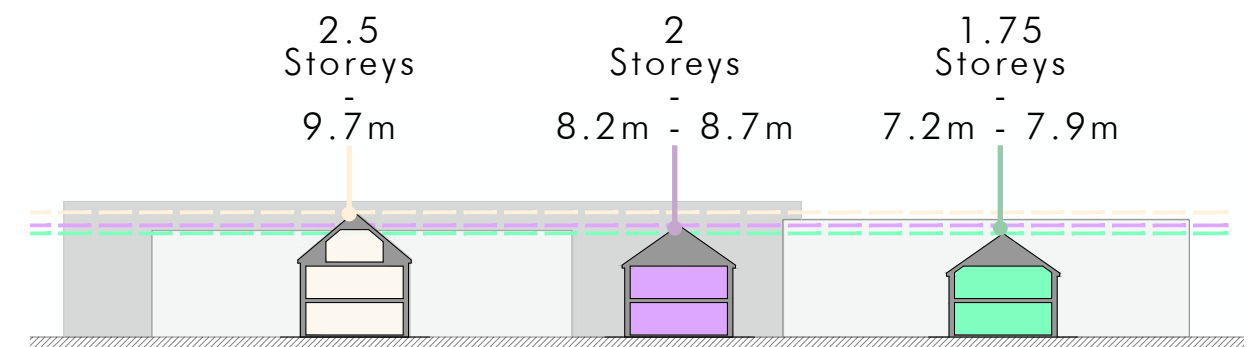
4. PROPOSALS

4.5 SCALE & MASSING

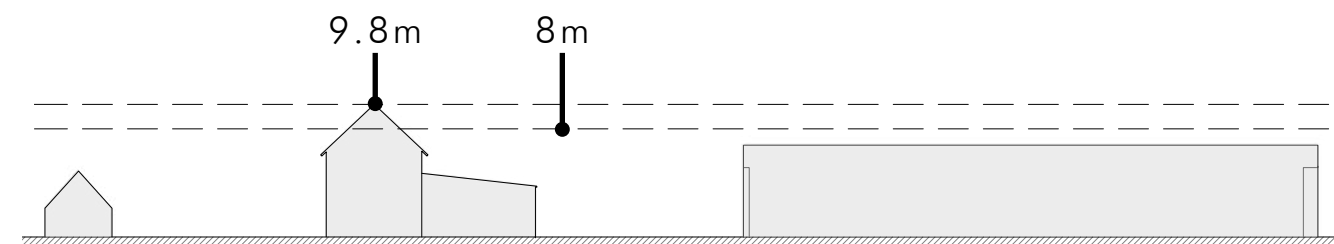
5.7 SCALE & MASSING



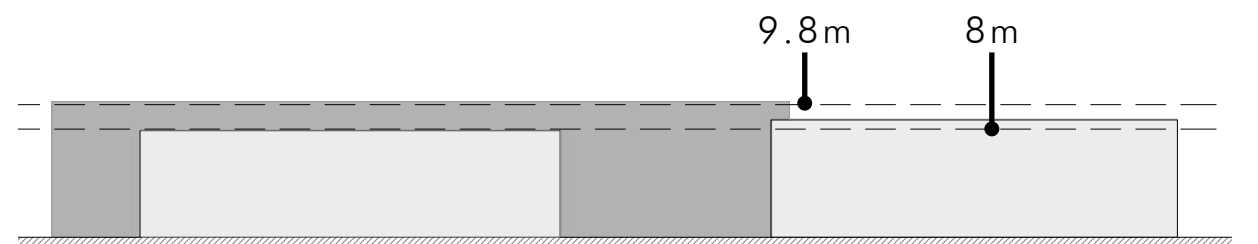
Indicative proposed storey heights



Indicative proposed storey heights



Indicative existing storey heights



Overlay of current building outlines onto the envisioned street scene AA (North)

5. APPEARANCE

5.1 CHARACTER AREAS

From a placemaking perspective, the scheme incorporates various features throughout the site to create a dynamic, interesting and rich environment with diverse character areas. Four distinct character areas are proposed, with a consistent architectural style across the site to unify the development.

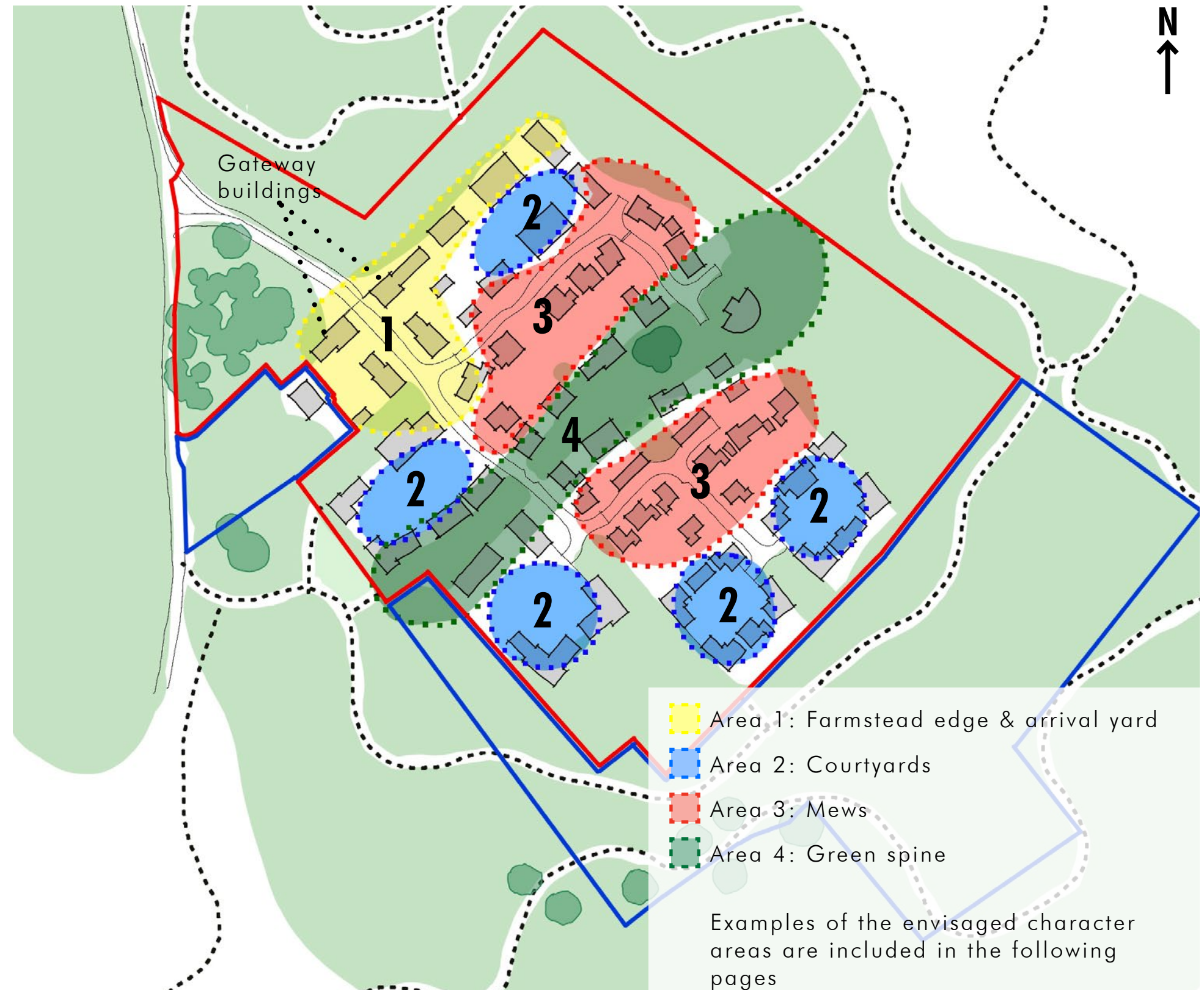
The proposed development will provide high-quality homes surrounded by generous and well-designed green spaces serving the new community.

The architectural style of the proposed buildings aims to harmonise with the farmstead character of the proposed development.

This is achieved by incorporating barn-inspired structures, a neutral colour palette, and traditional detailing.

These elements work in concert to produce a classic rustic aesthetic, contributing to the creation of a streamlined rural built environment.

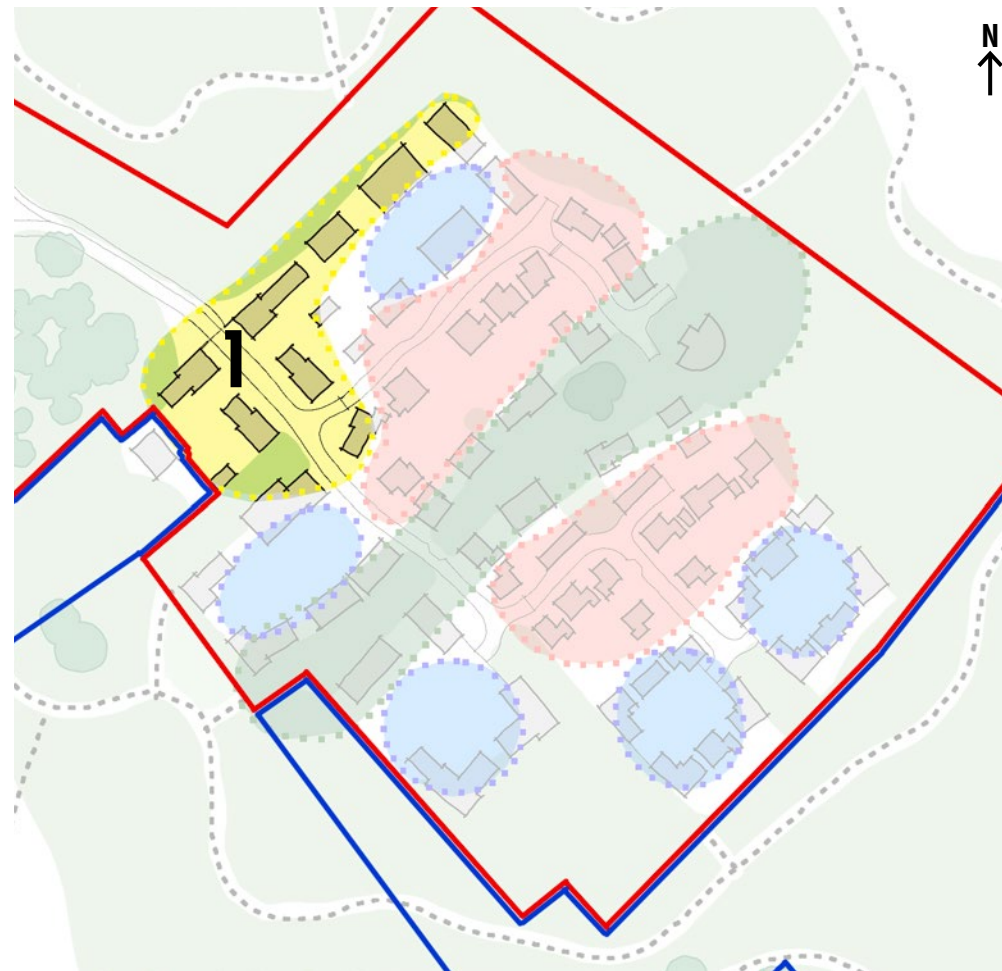
The community hub building is designed to integrate into the green corridor proposed, with its natural-like materials and green roof.



Character area diagram

5. APPEARANCE

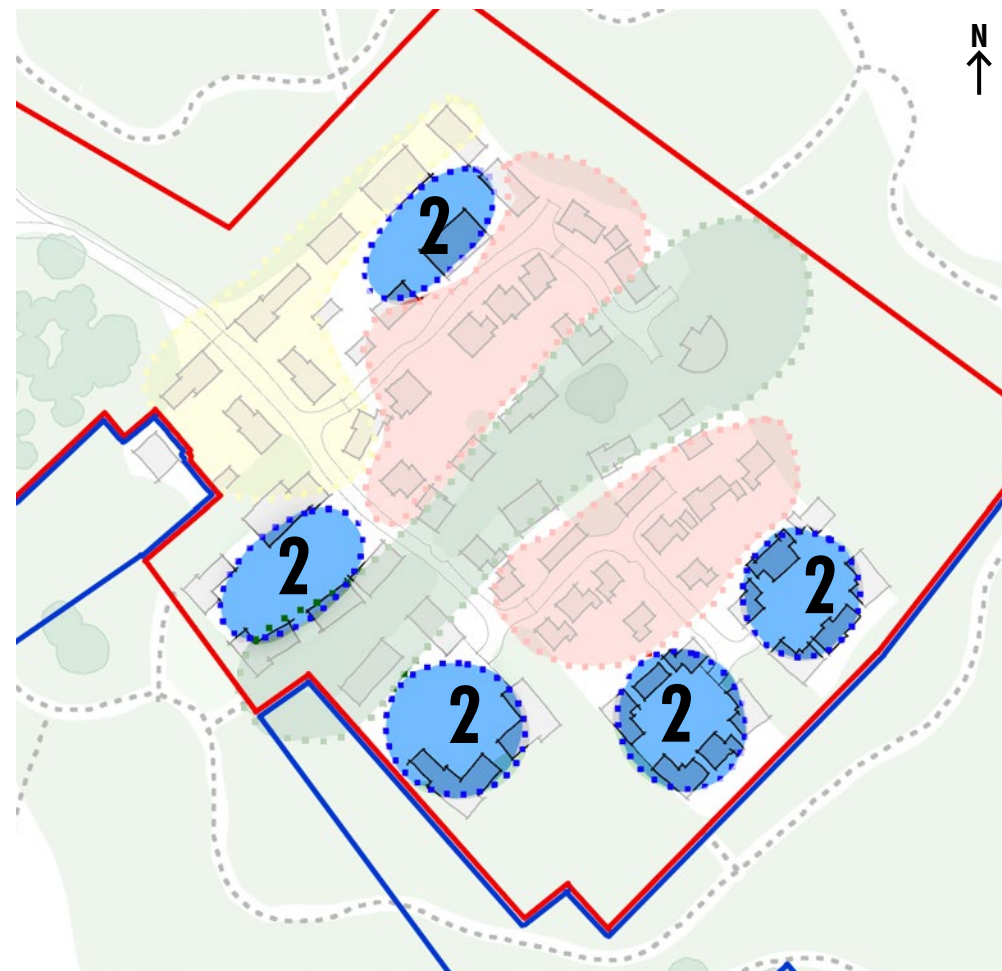
5.1 CHARACTER AREAS



AREA 1: FARMSTEAD EDGE & ARRIVAL YARD

5. APPEARANCE

5.1 CHARACTER AREAS

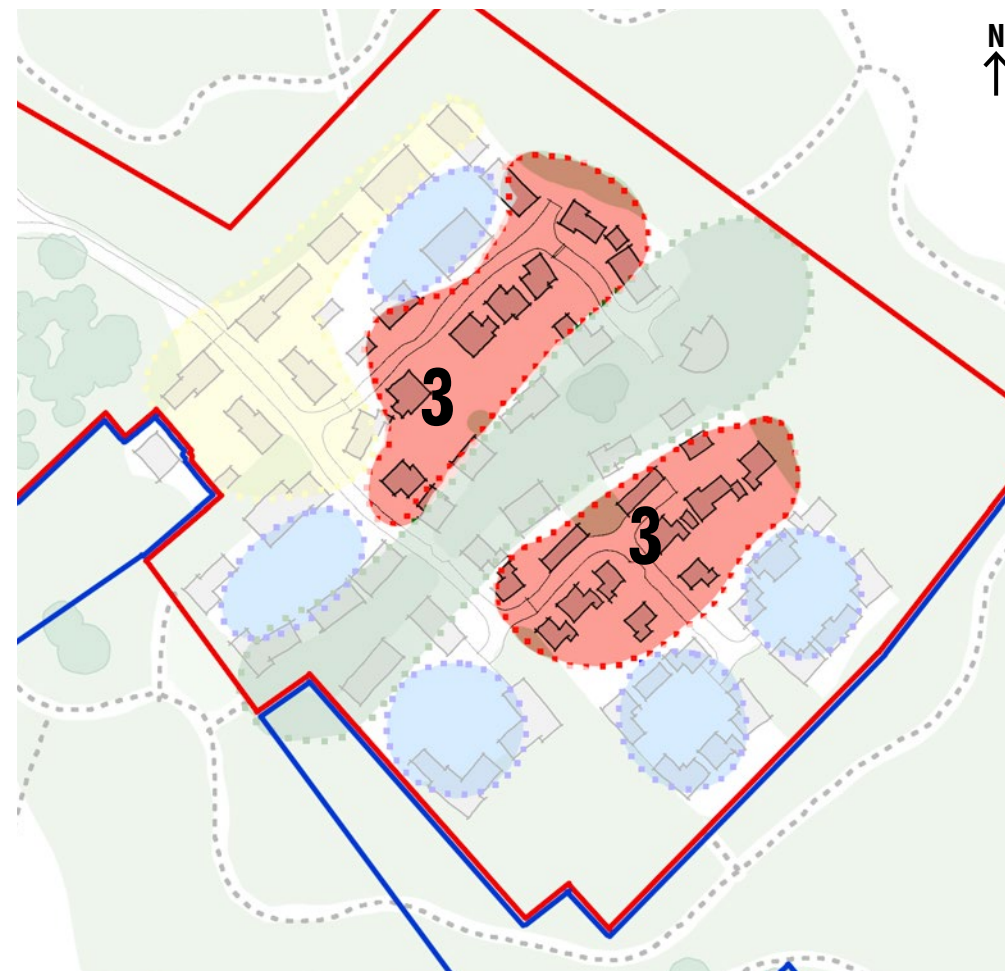


AREA 2: COURTYARDS



5. APPEARANCE

5.1 CHARACTER AREAS

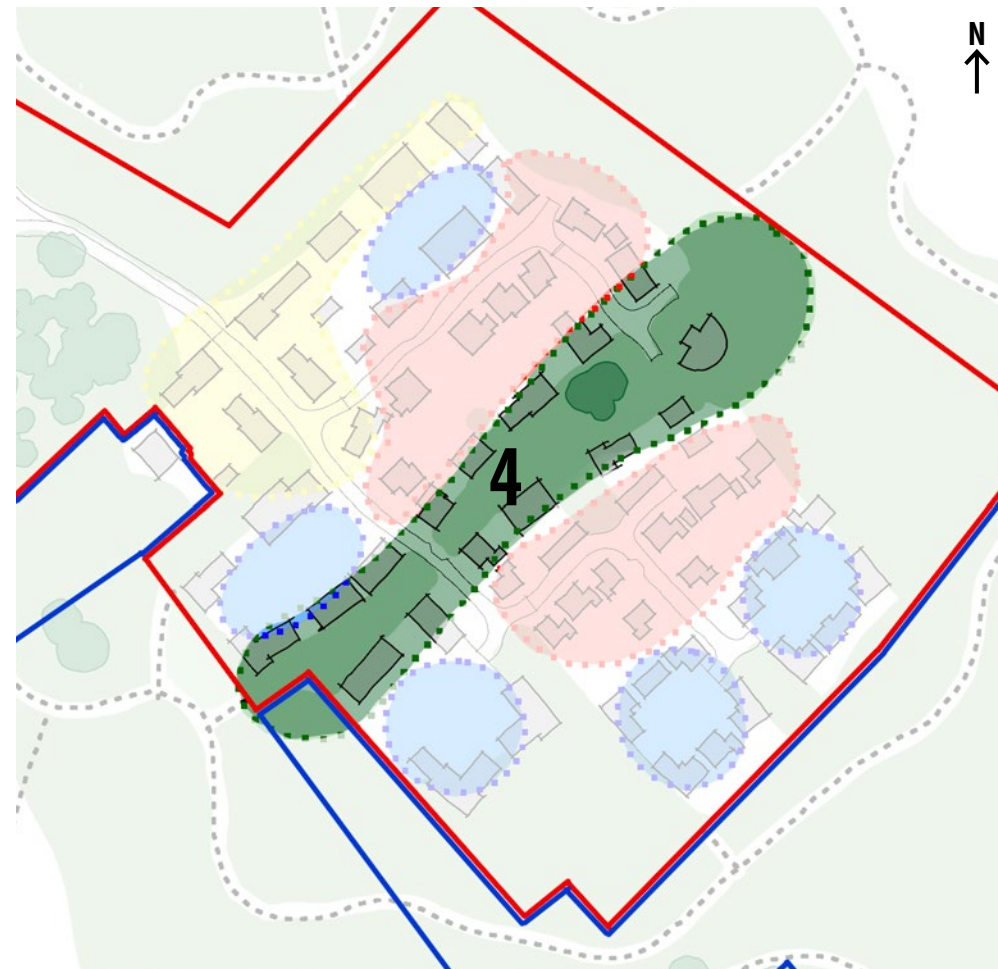


AREA 3: MEWS



5. APPEARANCE

5.1 CHARACTER AREAS

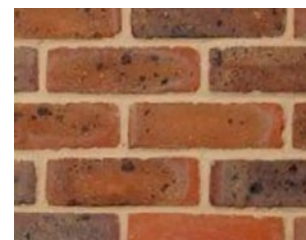


AREA 4: GREEN SPINE



5. APPEARANCE

5.2 BUILDING MATERIALS



Red brick



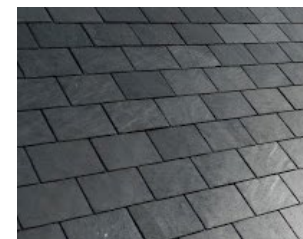
Painted brick



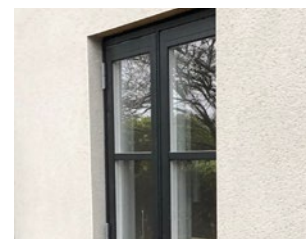
Timber or timber effect cladding



Plain tiles & bonnet hips



Grey tiles/slate



Composite windows or UPVC - sash & casement



Composite or UPVC front doors

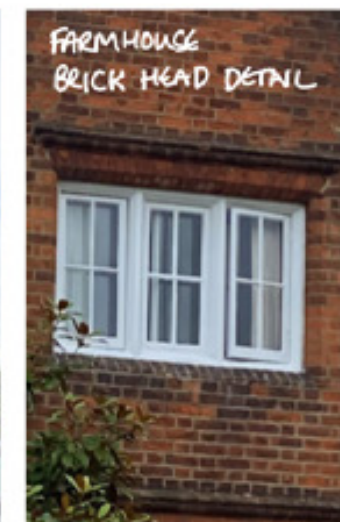


Traditional dormers



5. APPEARANCE

5.2 BUILDING MATERIALS



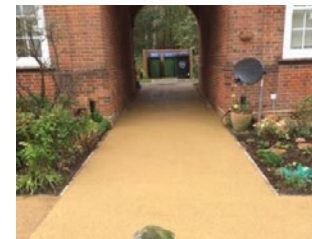
5. APPEARANCE

5.2 BUILDING MATERIALS



5. APPEARANCE

5.3 SURFACE MATERIALS & OTHER DETAILING



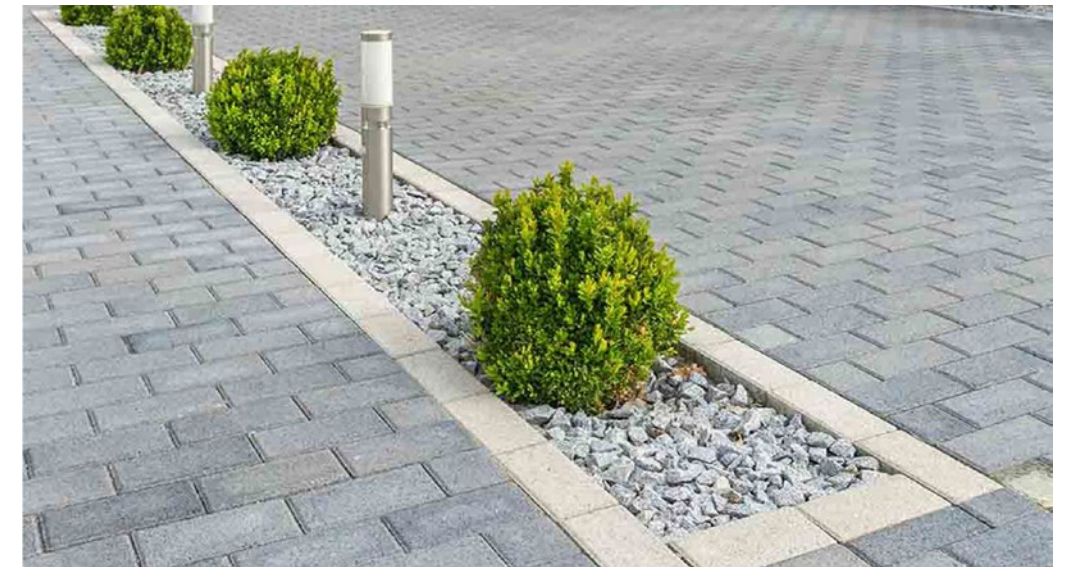
Coloured
tarmac



Stone Paving
Slabs



Block paving



Stone setts



Gravel



Timber fencing



Picket fence



Brick dwarf
walls



5. APPEARANCE



View of the arrival yard looking south 'site entrance'

5. APPEARANCE



View of the green corridor looking east

5. APPEARANCE



View of the courtyard looking south-east

5. SUSTAINABILITY

The proposed development will provide sustainability benefits and enhance biodiversity. Our vision is to provide a sustainable development that;

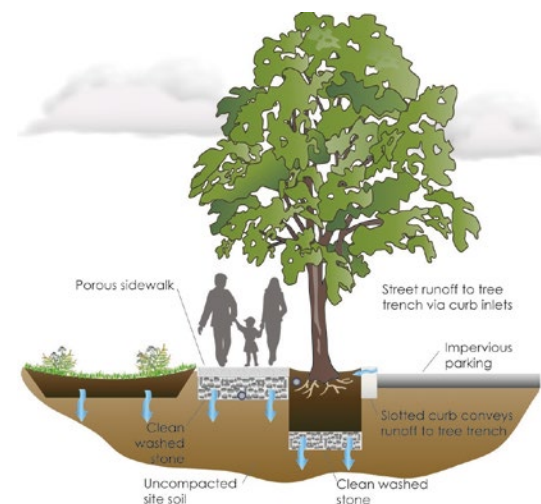
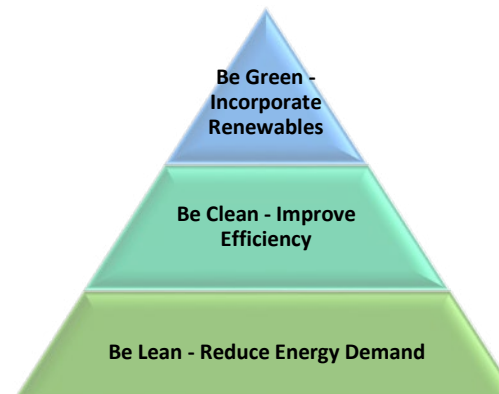
- Reduce carbon emissions in accordance with the updated Building Regulations and interim FHS using the energy hierarchy and helping mitigate the effects of climate change.
- Utilises an all-electric energy strategy with the use of renewable to align with a net zero future.
- Reduces initial energy demand through passive and active design measures, such as the highly efficient fabric of the dwellings.
 - Incorporates measures to limit heat loss through;
 - Passive solar gain and cooling through the orientation and layout of the development
 - Careful detailing to avoid thermal bridging
 - Setting good air-tightness targets.
 - Incorporates renewable energy, in the form of air source heat pumps.
- Minimises the use of water, through the specification of water efficient fittings to reduce water consumption to 105 litres per person per day.
- Provides a Green Travel plan which will take a new approach to assessment, including personal CO2 travel related emissions reductions, along with calories burned and weight loss.
- Promotes sustainable travel and transport through enabling the use of public transport, cycle storage and parking and Electric Vehicle (EV) charging points.
- With respect to the site itself and sustainability in transport terms, it is acknowledged that the distance to the central Berkhamsted area warrants the consideration of a hub unit. The Hub could be used as an office for residents to hot desk and as a community centre. Here there would be electric bicycle availability and potentially an electric vehicle for community use.
- Provides measures to protect on-site ecology and enhancement measures, including new habitat creation will provide opportunities for species confirmed to be present on-site at baseline, such as bats and nesting birds.
- Proposes a stand-alone solar array that could charge a car club EV vehicle, to allow in years to come complete renewable travel as well as others for electric two-wheelers.
- Specifies sustainable materials such as timber from FSC sources and manufacturers with responsible sourcing accreditation, for example, BES6001, ISO14001, FSC and CARES certification will be prioritised during construction.
- Adapts to future climate change scenarios by designing to mitigate overheating risk and incorporating sustainable drainage features such as SuDS. This will ensure that the development will not flood for all storm events up to 100 years plus a 40% allowance for climate change.
- Minimises waste during construction.

5. SUSTAINABILITY

The layout and buildings are designed to promote passive solar gains and maximise natural daylight, sunlight, and ventilation.

Buildings are oriented, and windows are provided appropriately to prioritise natural daylighting and ventilation.

The proposed development takes into consideration providing an appropriate distance to the existing dwelling in the northwest corner, safeguarding natural daylight.



6. CONCLUSION

The National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development. Paragraph 7 identifies three interdependent dimensions—economic, social and environmental—requiring development to provide the right land at the right time with necessary infrastructure, deliver sufficient housing and a high-quality built environment with accessible services, and protect and enhance the natural, built and historic environment while improving biodiversity, using resources prudently, minimising pollution and addressing climate change.

The site lies within the Metropolitan Green Belt and is not allocated in the adopted plan. While Chapter 11 of the NPPF seeks effective use of land consistent with safeguarding the environment and ensuring safe, healthy living conditions, and Chapter 5 emphasises delivering a sufficient supply of homes, Paragraph 153 confirms that inappropriate development in the Green Belt is harmful and should be approved only in very special circumstances.

Paragraph 148 indicates that, where Green Belt release is necessary, plans should prioritise previously developed land, then “grey belt,” and then other Green Belt locations. Paragraph 155 introduces the concept that homes, commercial or other development in the Green Belt need not be regarded as inappropriate where four conditions are met: the use of grey-belt land without fundamentally undermining the Green Belt’s purposes area-wide; demonstrable unmet need; a sustainable location (with reference to paragraphs 110 and 115); and, where applicable, compliance with the “Golden Rules” in paragraphs 156–157.

Annex 2 defines “grey belt” as Green Belt land that does not strongly contribute to purposes (a), (b) or (d) in paragraph 143 and excludes land where other footnote-7 policies provide a strong reason for refusal.

Applied to Haresfoot Farm, prior applications, appeal findings and the Council’s assessment confirm the site is previously developed and does not strongly contribute to the relevant Green Belt purposes, so it falls within the definition of grey belt.

The four Paragraph 155 tests are met: the proposal utilises grey-belt land without fundamentally undermining the wider Green Belt; there is a clear and demonstrable unmet housing need in Dacorum with the Council unable to demonstrate a five-year supply (as confirmed on appeal); and the Inspector found the location to be sustainable, aligning with the Framework’s vision-led approach by reducing the need to travel and supporting a genuine choice of transport modes, consistent with Policy CS1.

The scheme also satisfies the Golden Rules in Paragraphs 156–157 by proposing 50% affordable housing, delivering necessary infrastructure (including an on-site community hub and pantry, local highway works, a bike scheme, a car club, and a HertsLynx bus stop) and making CIL and section 106 contributions towards healthcare and education, as well as providing significant accessible public open space on site with connections to the adjacent SANG.

The site is not affected by other footnote-7 policies, would not undermine the remaining Green Belt given its scale, location and previously developed status, and benefits from an appeal approval that provides a material fallback.

Consequently, because the proposal uses grey-belt land and complies with Paragraph 155 and the Golden Rules, it is not inappropriate development by definition in the Green Belt; no very special circumstances are required and there is no need to assess additional harm to openness. The principle of development is therefore acceptable. This conclusion is reinforced by the recent resolution to approve up to 150 dwellings at Land north of Chipperfield Road, Kings Langley (25/00143/MOA) on greenfield land at the settlement edge, whereas Haresfoot Farm comprises considerable built form and, as a full application, is likely to deliver sooner with comparatively less Green Belt impact.

As confirmed in the previous decisions, the principle of development is acceptable. Whilst the development extends out of the current built envelope, the principle of this development is acceptable under grey belt as set out within this document.

The two previous decision demonstrate that site is appropriate for residential development and with the acute need for housing, this proposal seeks to use the site effectively as encouraged in the NPPF.

Whilst the proposal is appropriate development, there are also considerable benefits which justify the proposal, these include:

- Provide much-needed homes, at a time when the Council are unable to demonstrate a five-year supply and has also failed the housing delivery test.
- Provides 50% of the scheme as affordable homes.
- It meets the criteria for Grey Belt and is appropriate development.
- Meets the Golden Rules requirements for Green Belt development.
- Provides considerable public open space.
- Bring into an active use an under-utilised and vacant site.
- Provision of community facilities such as the hub and the pantry
- Contribution through CIL and s106 towards local infrastructure.
- Create a high quality and sympathetic design.
- Provides additional residential units to further add to the mix of housing types.
- Improved visual appearance of the site
- The proposal is well related to the surrounding built form and complements the area's character.
- New landscaping, and off-site contributions with a biodiversity net increase in excess of 10%.
- Sustainability measures integrated into the development.
- Residents will deliver economic benefits by supporting local businesses.
- Economic benefits during the construction phase and post-construction, the occupiers of the dwelling will support the local economy by paying taxes and visiting local facilities and businesses.

7. PLANNING PRECEDENTS

7.1 LAND NORTH OF CHIPPERFIELD ROAD, KINGS LANGLEY

Application Description:	Outline application for demolition of 36 Chipperfield Road and construction of up to 150 dwellings (Use Class C3) with vehicular access from Chipperfield Road, associated parking, landscaping, public open space, sustainable drainage and other enabling works.
LPA:	Dacorum
Type of approval (appeal or local decision):	Local decision
Council Land Supply:	1.69
Affordable Homes Provision:	50%
Community Benefits:	• The provision of off-site highway works • The delivery of 'farmstead facilities' together with a contribution towards provision and maintenance • The provision of play equipment, public open space and appropriate management • A contribution of £137,082 towards Strategic Access Management and Monitoring (SAMM) • The completion of a separate legal agreement to secure Suitable Alternative Natural Greenspace (SANG) credits and provide confirmation thereof, • A financial contribution of £557,750 towards the provision of primary education • A financial contribution of £250,091 towards the provision of SEND education. • A financial contribution of £340,000 towards sustainable transport measures • A financial contribution of £6,000 towards the monitoring of Travel Plans. • A financial contribution of £17,687 towards Waste Service Transfer Services

7. PLANNING PRECEDENTS

7.1 LAND NORTH OF CHIPPERFIELD ROAD, KINGS LANGLEY

Key facts:	• Application Ref: 25/00143/MOA. • Site Address: Land north of Chipperfield Road, Kings Langley. • Quantum: Up to 150 dwellings. • Application type: Outline, all matters reserved except access.
Key commentary from the decision:	According to the officer's report for 25/00143/MOA (Land north of Chipperfield Road, Kings Langley), the site was assessed specifically against the new "Grey Belt" concept in the NPPF and NPPG: The officer concluded that the land does not make a strong contribution to Green Belt purposes (a), (b), or (d). The Stage 2 Green Belt Review (2016) and Stage 3 Review (2020) had already noted that parcel KL-A3 performed poorly against Green Belt tests. Because the site is enclosed on three sides by urbanising features (the A41, Kings Langley Secondary School and existing residential development), it was considered a logical extension to the settlement rather than open countryside encroachment. On that basis, the officer identified the site as falling within the definition of "Grey Belt" land and therefore acceptable for development subject to meeting the tests in NPPF paragraph 155. The report stated explicitly that housing development on Grey Belt would not be inappropriate development, provided that design quality, infrastructure contributions, and mitigation for recreational pressure on the Chilterns Beechwoods SAC were secured In short, the officer treated the site as Grey Belt rather than Green Belt, which underpinned their recommendation that the housing, affordable provision (50%), and associated facilities could be supported through the tilted balance despite local objections.
Link to the decision:	https://planning.dacorum.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=S6U4P1FO0HP00

7. PLANNING PRECEDENTS

7.2 LAND AT COOTERS END LANE AND AMBROSE LANE HARPENDEN, HERTFORDSHIRE

Application Description:	Outline application (access sought) - Construction of up to 550 dwellings including circa. 130 Class C2 integrated retirement homes, affordable housing, early years setting, public open space, allotments and publicly accessible recreation space (including junior sport pitches)
LPA:	St Albans
Type of approval (appeal or local decision):	Approved at committee following recommendation to approve
Council Land Supply:	0.9 years
Affordable Homes Provision:	50% provision offered through the scheme delivery
Community Benefits:	• Public open spaces • Provision of adult care • Supporting economic growth • Sustainability benefits • Ecological benefits
Key facts:	The application site is located within the Metropolitan Green Belt. A group of trees in the east of the site south of Ambrose Lane are covered by a Tree Preservation Order (TPO). These trees are located adjacent to Ambrose Wood, located immediately north of Ambrose Lane outside of the site. Ambrose wood is also covered with a TPO and designated a Local Wildlife Site. Batford Springs Local Nature Reserve is located approximately 1.8km to the east of the application site.
Key commentary from the decision:	The proposal complies with all of the 'golden rules' set out within paragraphs 156 and 157 of the NPPF. Paragraph 158 of the NPPF states that "a development which complies with the Golden Rules should be given significant weight in favour of the grant of permission." The proposal is considered to accord with Paragraph 155 of the NPPF and is therefore appropriate development in the Green Belt. In accordance with Paragraph 158 of the NPPF, significant weight should also be given in favour of the grant of permission. It is considered that the proposed development would conflict with the purpose of safeguarding the countryside from encroachment, and to a lesser extent, checking the unrestricted sprawl of large built-up areas. The proposal does not materially conflict with the other purposes of including land within the Green Belt.
Link to the decision:	https://stalbans.moderngov.co.uk/documents/s5007193/2023-0327%20North%20West%20Harpenden.pdf

7. PLANNING PRECEDENTS

7.3 LAND AT FORMER COURT LANE NURSERIES, COURT LANE, HADLOW

Application Description:	The development proposed is described as: Full planning application for the erection of 57 residential dwellings (Use Class C3) including affordable housing provision, a new children's day nursery and pre-school (Use Class E) alongside hard and soft landscaping including access, car parking, public open space, SuDS, and associated infrastructure
LPA:	Tonbridge and Malling Borough Council
Type of approval (appeal or local decision):	Allowed at appeal via inquiry
Council Land Supply:	2.89 years
Affordable Homes Provision:	Proposed 50% affordable provision. Above Policy requirement of 40%
Community Benefits:	• Contribution to housing supply and delivery • Affordable housing provision • Providing a nursery and pre school • Public open space creation • Economic benefits: job creation, output of new residents, retained jobs, expenditure, indirect and induced jobs.
Key facts:	Proposal for 57 units with provision for affordable housing, nursery, preschool, landscaping, access, car parking, public open space, SuDS and associated infrastructure.
Key commentary from the decision:	Constitutes to Grey Belt and complies with the Golden Rules
Link to the decision:	3346228 appeal decision.pdf

7. PLANNING PRECEDENTS

7.4 LAND AT GROVE END, BAGSHOT

Application Description:	Development of up to 135 homes, including a minimum 50% affordable homes, with associated landscaping, parking, open space, play areas, etc.; the construction of a new vehicular access on to Grove End serving the proposed new dwellings; configuration of the existing vehicular access serving the Windlesham Golf Club; and all other associated development works (access only detailed matter with all other matters reserved)
LPA:	Surrey Heath Borough Council
Type of approval (appeal or local decision):	Allowed at Appeal APP/D3640/W/24/3347530 (LPA ref 23/1163/OOU)
Council Land Supply:	3 years
Affordable Homes Provision:	50%
Community Benefits:	• Affordable Housing: At least 50% affordable homes, exceeding the Council's 35–40% policy requirement. Potential to deliver up to 100% affordable housing if grant funding is secured • Open Space: Provision of 1.55 hectares of publicly accessible green space, linked to footpaths and available to the wider community as well as residents • Highways Improvements and contribution to a Demand Responsive Transport service, improving sustainable travel choices • Biodiversity Net Gain beyond statutory minimums, plus ecological mitigation measures • Economic Benefits: Temporary jobs during construction and longer-term local spending by new households
Key facts:	• Appeal allowed on 12 March 2025. • Site: Land at Grove End Bagshot • Surrey Heath Borough Council, ref 23/1163/OOU. • Hearing: 7 January 2025 & virtually on 27 January 2025. • Inspector: H Nicholls MSc MRTPI
Key commentary from the decision:	Appeal was allowed on 12 March 2025 for up to 135 homes—including a minimum of 50% affordable housing—with landscaping, parking, public open space and play areas, a new vehicular access onto Grove End, and reconfiguration of the existing access serving Windlesham Golf Club (access approved; all other matters reserved). In paragraph 15, the Inspector concluded the site does not make a strong contribution to Green Belt purposes (a), (b) or (d) and therefore falls within the NPPF definition of Grey Belt.
Link to the decision:	https://acp.planninginspectorate.gov.uk/ViewCase.aspx?Caseid=3347530&CoID=0

7. PLANNING PRECEDENTS

7.4 LAND ADJOINING 451–469 DAWS HEATH ROAD, HADLEIGH, ESSEX

Application Description:	Construction of 173 new dwellings including public open space, landscaping, access, drainage, parking, servicing, utilities and all associated infrastructure and ancillary buildings.
LPA:	Castle Point Borough Council
Type of approval (appeal or local decision):	Appeal allowed
Council Land Supply:	0.55
Affordable Homes Provision:	The scheme delivers 173 dwellings, with 50% affordable housing secured through the section 106 agreement.
Community Benefits:	• Significant public open space accessible to residents. • On-site landscaping and green infrastructure. • Infrastructure improvements (secured by s106), alongside drainage, utilities, parking and access works.
Key facts:	• Appeal allowed on 15 April 2025. • Site: Land adjoining 451–469 Daws Heath Road, Hadleigh, Essex. • LPA: Castle Point Borough Council, ref 22/0484/FUL. • Inquiry: 15–23 January 2025 (site visits 22–23 January). • Inspector: T Burnham BA (Hons) MSc MRTPI.
Key commentary from the decision:	The Inspector found the site qualifies as Grey Belt, since it does not strongly contribute to Green Belt purposes (a), (b), or (d). Castle Point’s housing land supply was critically low (0.55–0.69 years), creating a clear demonstrable unmet need. The site was judged to be in a sustainable location, with Hadleigh accessible on foot for shops and services. The scheme met the NPPF Paragraph 155 tests and the “Golden Rules” in Paragraph 156, meaning it is not inappropriate development within the Green Belt. The Inspector determined Daws Heath is a village rather than a town, and therefore the harm to Green Belt purposes (especially preventing town coalescence) was limited.
Link to the decision:	https://acp.planninginspectorate.gov.uk/ViewCase.aspx?caseid=3351658

8. ABOUT US

8.1 GRIGGS HOMES

Established in 1968 as John E. Griggs & Sons, GRIGGS is a building contractor based in Borehamwood, Hertfordshire. Now in its third generation of family directorship, the company has evolved into a multi-award-winning developer and contractor operating across London and the Home Counties.

Commitment to Quality

At GRIGGS, we build homes of the highest quality—a principle that drives everything we do. For over half a century, GRIGGS has been a family business, passed down from father to son, with three generations building our reputation, relationships, and expertise. We are guided by the fundamental principles of our founders: quality, innovation, architectural excellence, and above all, customer care.

Exemplary Workmanship

The quality of our work is evident in the materials we use and the meticulous attention to detail for which we are known. Our projects, visible throughout Shenley and the surrounding areas, include Old Nursery Close, cited as an example of best practice development in the Greenbelt by both Hertsmere Borough Council and Shenley Parish Council in their Neighbourhood Plan.

Focus on Sustainability

Today, our innovative efforts focus on sustainability, both as a company and in our developments. We utilise the latest technology, thermal insulation, building methods, and carbon offsetting endeavours to strive towards being as close to carbon neutral as possible.



OLD NURSERY CLOSE
SHENLEY, WD7 9FD



KINGS COURT, SHENLEY
82 LONDON ROAD, SHENLEY, WD7 9DX

8. ABOUT US

8.1 GRIGGS HOMES



THE STABLES
BRIDLE CLOSE, BOREHAMWOOD, WD6 5NA



BENTLEY GARDENS, BARNET
DANCERS HILL ROAD, BENTLEY HEATH, EN5 4RR



SHENLEY GRANGE
SHENLEY



THE GRAIN YARD
THEOBALD STREET, BOREHAMWOOD, WD6 4DG

8. ABOUT US

8.2 ASCOT DESIGN

Ascot Design is an award-winning architectural and masterplanning practice, with a vision to create a strong, distinctive, and sustainable environment.

For over 20 years, Ascot Design has worked on diverse projects, from bespoke single-family homes to new communities. We produce innovative and thought-provoking architectural solutions that are designed to stand the test of time and grounded in a deep understanding of each site's context.

Our comprehensive design process involves thorough site evaluations to ensure our designs are not only aesthetically pleasing but also well-suited to their environment. Combining technical expertise with a commitment to sustainability and community-focused design, we deliver projects that enhance the built environment and positively impact communities.



SHENLEY GRANGE
SHENLEY



THE OLD SCHOOL HOUSE
CHOBHAM, SURREY



FARLEY BARNS
Banstead Surrey



SOUTH MEDBURN FARM
BOREHAMWOOD



SHOOTERS YARD
BERKHAMSTED, HERTFORDSHIRE





HARESFOOT FARM