



Two Waters Masterplan Guidance

Consultation Statement

Contents

1. Introduction

2. Timeline

Appendix 1 Consultation Report Round 1 Consultation November 2016

Appendix 2 Publicity for Round 1 Consultation

Appendix 3 Consultation Report Round 2 Consultation January 2017

Appendix 4 Copies of invitations for round 2 consultation workshops

Appendix 5 List of Steering Group Members

Consultation Statement

This Consultation Statement accompanies the draft Two Waters Masterplan Guidance.

The Statement conforms with Dacorum Borough Council's Statement of Community Involvement (July 2016) and has been prepared in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Regulation 12 relates to public participation for Supplementary Planning Documents (SPD) and sets out the requirements for public consultation on draft SPDs. It also sets out a requirement to prepare a consultation statement setting out:

- (i) the persons the local planning authority consulted when preparing the supplementary planning document;
- (ii) a summary of the main issues raised by those persons; and
- (iii) how those issues have been addressed in the supplementary planning document;

This Consultation Statement sets out how relevant stakeholders and the wider community have been involved in the production of the Masterplan.

1. Introduction

Located to the south of Hemel Hempstead town centre and situated between the train stations of Hemel Hempstead and Apsley and the Plough Roundabout, Two Waters is an area of approximately 124 hectares.

Dacorum Borough Council recognises that there is a significant amount of under-used land within the Two Waters area. This creates opportunities to provide much needed new homes, create employment, enhance community services and improve the environment through sustainable development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which promote public transport and sustainable transport networks to ease traffic congestion, high quality urban design principles, excellent green infrastructure and a strong sense of character and community.

Dacorum Borough Council (DBC) has commissioned consultants BDP to build on the Two Waters Strategic Framework (November 2015) and prepare a Masterplan Guidance document for the Two Waters area.

The Masterplan Guidance will shape future development in Two Waters and play an important role in ensuring that development in the area is planned and designed in the best possible way to deliver an attractive, sustainable and balanced environment, fit for the future. The Masterplan Guidance also informs emerging planning policy including the content of Dacorum's new Local Plan. It is envisioned that the Masterplan Guidance will be initially adopted by the DBC's Cabinet as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

In the course of developing this Masterplan Guidance, DBC has undertaken significant public and stakeholder consultation including public exhibitions and workshops, online consultation and meetings with key stakeholders, relevant Officers from DBC and Herts County Council (HCC) and landowners, all of which has informed the development of the Masterplan Guidance. We would like to thank all parties who have engaged in the consultation process for their valued contributions.

The following information evidences the actions and consultations undertaken during the preparation of the Two Waters Masterplan Guidance.

2. TIMELINE

| | | |
|----------------------------|----------------|--|
| November | 2015 | Two Waters Strategic Framework adopted by Cabinet |
| May | 2016 | Consultant BDP appointed to prepare a Masterplan for Two Waters |
| May – Dec | 2016 | Background research, refining of scope and initial work on Masterplan including meetings with key stakeholders |
| July | 2016 | Steering Group Meeting 1 |
| September | 2016 | Steering Group Meeting 2 |
| November | 2016 | Public/stakeholder consultation round 1 (exhibition) |
| November | 2016 | Public/stakeholder consultation round 1 (online consultation) |
| Dec – Jan | 2016/17 | BDP undertake further work on masterplan taking in to account results from public consultation round 1 |
| January | 2017 | Public/stakeholder consultation round 2 (workshops) |
| February | 2017 | Steering Group Meeting 3 |
| Feb – May | 2017 | BDP prepare draft masterplan |
| Proposed timescales | | |
| June | 2017 | Submission of draft Masterplan to Cabinet for consideration |
| July/August | 2017 | Public/stakeholder consultation round 3 (subject to Cabinet approval) |
| September | 2017 | Preparation of final masterplan |
| October | 2017 | Submission of final masterplan to Cabinet for consideration |

Appendix 1:

Consultation Report Round 1 – November 2016

Two Waters Masterplan

Consultation Statement

Rev: E
Date: 22 December 2016



BDP.

EXECUTIVE SUMMARY

- Dacorum Borough Council (DBC) have commissioned BDP to build on the Two Waters Strategic Framework (November, 2015) and prepare the Two Waters Masterplan. This Consultation Statement presents an overview of the findings from the Two Waters Round 1 Consultation.
- In order to understand stakeholder and public aspirations for the site, initial consultation has been undertaken including:
 - Stakeholder discussions with landowners and developers
 - Public consultation events on Friday 4th November 2016 and Saturday 5th November 2016 with consultation boards on display demonstrating initial masterplan concepts; and
 - A questionnaire covering the key topics of consultation boards available at drop-in events and online from 4th November to 18th November, allowing public to provide comments on proposals.
- Following the initial consultation, BDP analysed 190 questionnaire responses and public and stakeholder comments received via email and letters. A large number of the responses were focused on the scale and density of development, and on existing transport issues which could be exacerbated due to additional development.
- Key messages expressed by respondents included:
 - support for development that builds on the existing character and scale of the surrounding area;
 - general opposition to higher scale and density;
 - concern that development around the moors may detract from the natural assets of the area; and
 - strong support for a comprehensive transport plan to address the existing high volume of traffic.
- The results from initial consultation will be used to inform the next stage of work on the Masterplan which will include ideas for development of each of the key sites, and in turn refine the concept of the masterplan.
- As part of this next stage, DBC will arrange a further consultation workshop in early 2017 to explore the key themes to be further developed.

CONTENTS

1. Introduction
2. Previous Consultations
3. Stakeholder Discussions
4. Two Waters Consultation Overview
5. Questionnaire Findings
6. Key Consultation Themes and Council Responses
7. Summary of Respondents' Comments and the Council Responses
8. Conclusion

Appendix A – Consultation Questionnaire

Appendix B – Consultation Public Notice

Appendix C – Consultation Letters

Appendix D – Media Coverage

Appendix E – Consultation Boards

TWO WATERS MASTERPLAN – STATEMENT OF CONSULTATION

1. Introduction

Dacorum Borough Council (DBC) have commissioned BDP to build on the Two Waters Strategic Framework (November, 2015) and prepare the Two Waters Masterplan. The Masterplan will inform emerging planning policy including the content of Dacorum's new Local Plan and guide future development in Two Waters.

Pursuant to Section 12.A of the Town and Country Planning (Local Planning) (England) (as Amended) Regulations 2012 and in accordance with DBC's Statement of Community Involvement (June, 2006), this Consultation Statement provides an overview of the consultation undertaken during the production of the Two Waters Masterplan.

Extensive consultation has been carried out over recent years in regard to the regeneration of Hemel Hempstead Town Centre, including work undertaken as part of the Core Strategy (adopted September, 2013) and consultation events related to the preparation of the Two Waters Strategic Framework (November, 2015). As a result a more focused consultation strategy has been employed, targeting those with the most interest in Two Waters and seeking to turn existing consensus into action by exploring and developing key messages.

Following a comprehensive review of the planning and urban design context of Two Waters, preliminary consultations were undertaken with key stakeholders including landowners and developers - The Box Moor Trust, National Grid/St Williams, Network Rail, and Lumiere Developments. These initial consultations assisted in the development of the findings of the Two Waters Strategic Framework (November, 2015), and helped to identify key development sites within the masterplan area. Two public consultation events were then held in November 2016

to present the initial masterplan concepts, with representatives of DBC and BDP present to answer any questions posed by the public. Consultation boards presenting the masterplan concepts were available online following the events, allowing the public to respond to the initial findings until 18th November 2016. In addition to the public consultations, a steering group consisting of representatives from Dacorum Borough Council, Hertfordshire County Council (HCC) and BDP met on two occasions to discuss the progress of the masterplan including design development, viability and stakeholder engagement. This report presents the results of the consultations and stakeholder discussions to date in eight sections. Section 2 contains the main findings of relevance from previous consultation events related to the Two Waters Strategic Framework (November, 2015). Section 3 provides an overview of initial stakeholder discussions. Section 4 provides an overview of the Two Waters Round 1 Consultation. Section 5 presents the data gathered by the consultation questionnaire in a visual format to summarise the key quantitative findings. Section 6 highlights the key themes and responses to the consultation. Section 7 summarises the written responses and comments received during this round of consultation and provides Dacorum Borough Council's response on how these will be addressed. Section 8 provides a short conclusion and further steps for the development of the Masterplan.

2. Previous Consultations

The initial stage of this project included a review of the feedback received at the consultation events which were organised by FERIA Urbanism during the development of the Two Waters Strategic Framework (November, 2015). The consultation was held in early 2015 and included two participatory workshops with significant stakeholder involvement facilitated by FERIA Urbanism. The results of this consultation are available in a separate report on Dacorum's website. In analysing the consultation results, BDP were able to identify the key messages and take a critical view of how these could be built on for Two Waters. The main challenges of relevance to the Two Waters Masterplan are set out below:

- Peak-time traffic congestion
- Development pressure
- Architectural quality
- Housing
- Car parking
- Sense of community
- Sense of identity
- Off-peak traffic congestion
- Pressure on rail services
- Well-connected cycle network

Analysis of the above consultation results alongside the overarching principles from the Strategic Framework, enabled BDP to develop initial masterplan concepts highlighting the key opportunities and constraints for Two Waters. The information has supported the progression of the masterplan, and public consultation remains a key aspect of the masterplan development. Further information on the Strategic Framework consultation events is available on the [Dacorum Borough Council](#)

[Website.](#)

3. Stakeholder Discussions

Prior to the public consultations, BDP undertook engagement with the following key stakeholders due to their role as major land owners, developers and rail providers in the masterplan area:

- The Box Moor Trust;
- National Grid and their developer St William;
- Network Rail;
- London Midland; and
- Lumiere Developments

The key stakeholders were contacted in July introducing the masterplan process and providing contact details for further information or comments. Following this, BDP held one-to-one discussions with key stakeholders between 18th July and 1st September 2016 to consider aspirations, opportunities and constraints for individual sites. The key messages gathered through consultation are summarised in the following section. Please note that these are the key messages from the stakeholders consulted and do not necessarily represent the view of Dacorum Borough Council.

Network Rail

- London Midland are the current holder of the franchise, although a new franchise period starts April 2017.
- According to Network Rail (NR) Hemel Hempstead Station and Apsley Station both operate within projected capacities to at least 2026. As such, there is no operational need to redevelop either station. The central station proposed in the Strategic Framework is interesting but not a priority for NR. NR do not wish to rule it out but acknowledged it would not happen in the near future.

- There are significant difficulties in closing stations, adding further complexities to the consolidation of Apsley and Hemel Hempstead Stations into a central station.
- Greatest issue at Hemel Hempstead Station is the poor access arrangements and drop-off / set down area. The public realm needs to be improved and reconfigured to provide an environment which is easier to navigate.
- NR support third party improvements to the Hemel Hempstead Station and the surrounding landholdings as part of a comprehensive development.
- NR in addition to London Midland have been approached by a third party developer Lumiere Developments regarding comprehensive residential-led development of the wider site, including a new station building with over station development.
- NR stated that there are a number of access points at Hemel Hempstead Station, which have to be safeguarded or reprovided as part of any new development.
- NR expressed a preference for a new station building to be clearly legible from London Road and not hidden behind new development.

National Grid

- National Grid (NG) has entered into a joint venture partner agreement with St. William, part of the Berkley Group of companies who specialise in building homes and neighbourhoods, to explore options for the development of National Grid's London Road site, with the aim of submitting a planning application in outline or full in 2017.
- London Road site has significant infrastructure and remediation constraints, including contaminated land across the whole site and the need to relocate gas infrastructure with a land take of approximately 1.5 acres, including easements and paddy zones.

- There is an existing Public Right of Way bisecting the site, connecting London Road to a pedestrian bridge crossing the rail track to the south.
- Level differences across the site create significant challenges but also create opportunities to accommodate a greater quantum of development through undercroft or basement levels and reduce visual impacts.
- NG/St. William have previously engaged with DBC regarding a low density residential development including approximately 200 units.
- NG/St. William are undertaking further capacity modelling to look at a higher density scheme, comprising approximately 350 to 400 units (1, 2 and 3 beds) within blocks between five to eight storeys in height.
- Due to significant site constraints and associated costs, one of the greatest issues with developing the site is viability.
- Due to viability issues current schemes being explored deliver 0% affordable housing.

Box Moor Trust

- Expressed overall support for development of Two Waters but acknowledged a balance needs to be struck between conserving the area and attracting more visitors and residents to the area.
- Special effort needs to be made to safeguard the character of the Moors in the face of increased footfall and pressure from surrounding development.
- There is significant potential to bring forward some of the Trust's landholdings in the masterplan area.
- As freeholders the Trust, acknowledge that the existing B&Q building is an 'eye sore' and has significant potential to improve its relationship with the surrounding area.
- The Trust own also the freehold of eight semi-detached residential properties aligning the south side of London Road. They acknowledged the potential for higher density, higher quality development on this site. They will be happy to enter into an agreement with National Grid for the

properties to be included in a wider area redevelopment or bring them forward as a separate development on their own.

- The Trust expressed the need for development contributions to support the maintenance and additional infrastructure costs for the open space itself given the projected increase in population that will be using it.

4. Two Waters Consultation Overview

Public consultations on initial understanding and principles took place on the 4th & 5th November 2016. The consultation events were publicised in the local newspaper and advertised on noticeboards in the sports centre, public libraries, schools, community centres, train stations and supermarkets in the local area. Letters were also sent inviting all councillors, stakeholders, statutory consultees and local businesses to attend the public consultation and provide comments on the proposals. The consultation consisted of the following events:

Public Consultation Event 1 – 4-8pm Friday 4th November 2016

This event, held in Aspley Community Centre, allowed the public to view the consultation boards and provide feedback on the initial masterplan concepts. More than 35 people attended the event including residents, councillors, local businesses and land owners.

Public Consultation Event 2 – 11-3pm Saturday 5th November 2016

This event was held at St John's Church, Boxmoor, and was attended by more than 70 people. The majority of the people attending this event were local residents. A number of individual queries were raised throughout the course of the event, particularly in relation to traffic and building heights.

Online Responses

After the consultation events, the consultation boards and questionnaire were made available online for two weeks from 4th November to 18th November on the

DBC Website. The boards provided an overview of the initial ideas for the Two Waters Masterplan vision, objectives, key sites and key design principles.

The public were encouraged to comment on the proposals online until Friday 18th November 2016. Due to an error in the newspapers we also accepted further comments from 24th November to 28th November. The Consultation Boards are included in full in Appendix E of this report.

Questionnaire

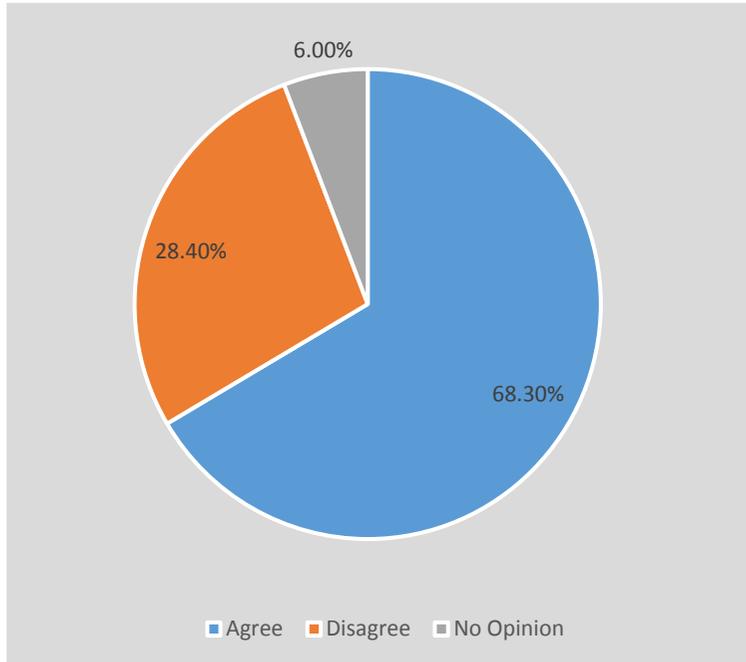
A questionnaire covering the key topics of the consultation boards was available at the drop-in events and online. DBC received 190 responses. Further correspondence in letter and email format in response to the consultation was also received from Historic England, Hertfordshire County Council, The Box Moor Trust, St William and local residents. The consultation questionnaire is included in Appendix A.

5. Questionnaire Findings

This section contains the main findings from the questionnaire (refer to Appendix A), providing quantitative feedback on the Two Waters Masterplan Round 1 Consultation. The findings are presented in the form of pie-charts to give a visual representation of the data. In response to each question contained in the questionnaire, people were given the choice of responses, including: agree, disagree and no opinion.

190 people submitted their views via the questionnaire. These have been analysed on the following pages. On many occasions where people have selected 'no opinion' options they have provided comments that they partially agree or disagree.

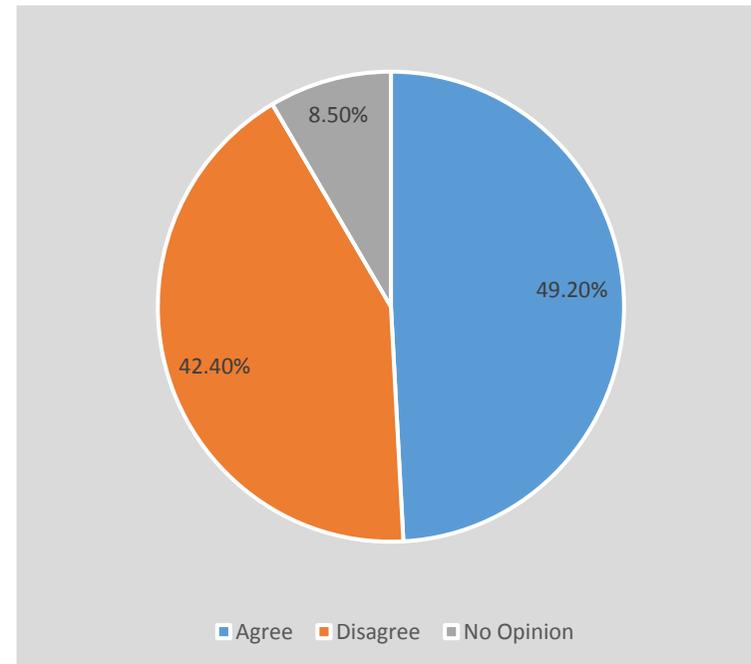
Question 1 – Do you agree or disagree with the constraints for Two Waters?
(refer to board 3 of the consultation)



Overall, the majority of respondents agreed (68.3%) or had no opinion (6%) on the constraints identified on the plan. 28.4% disagreed with the constraints. Those who agreed commented on the traffic congestion around Hemel Hempstead Station and, in particular, the narrow width of the road under the railway bridge. A large number of the respondents who disagreed commented on the existing road network, traffic congestion and limited parking provision as the principle constraint

to further development in the area. Based on these results BDP will be looking at the area surrounding the railway bridge as an additional constraint.

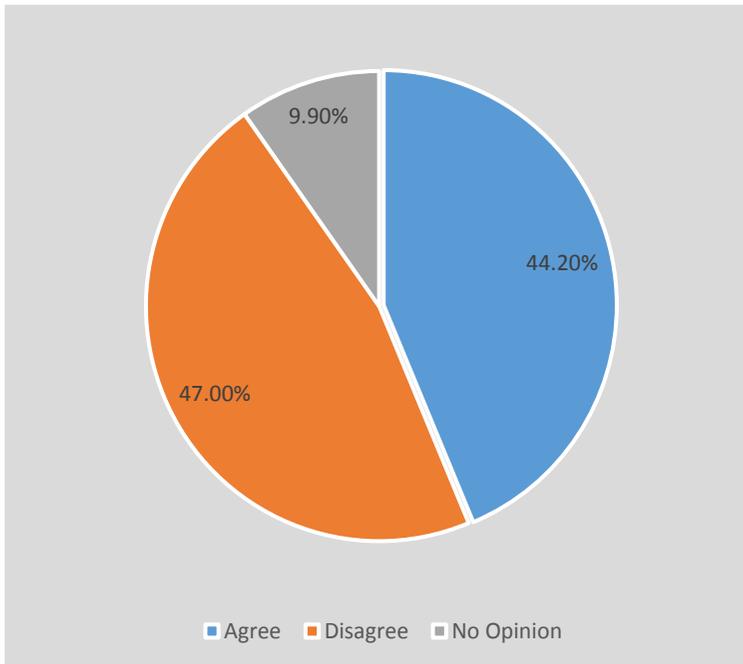
Question 2 –Do you agree or disagree with the opportunities for Two Waters?
(refer to board 3)



Overall the majority of people agreed with (49.20%) or had no opinion (8.50%) on the opportunities identified on the plan. A number of those who agreed with the opportunities commented on the requirement of any future development to respect the existing character of Two Waters. Many of the people who disagreed were concerned about the intensification of development that will lead to further traffic

issues. Based on these results, no changes to the opportunities are proposed but specific actions to mitigate the impact of traffic will be required.

Question 3 – Do you agree or disagree with the proposed vision for Two Waters? (refer to board 4)



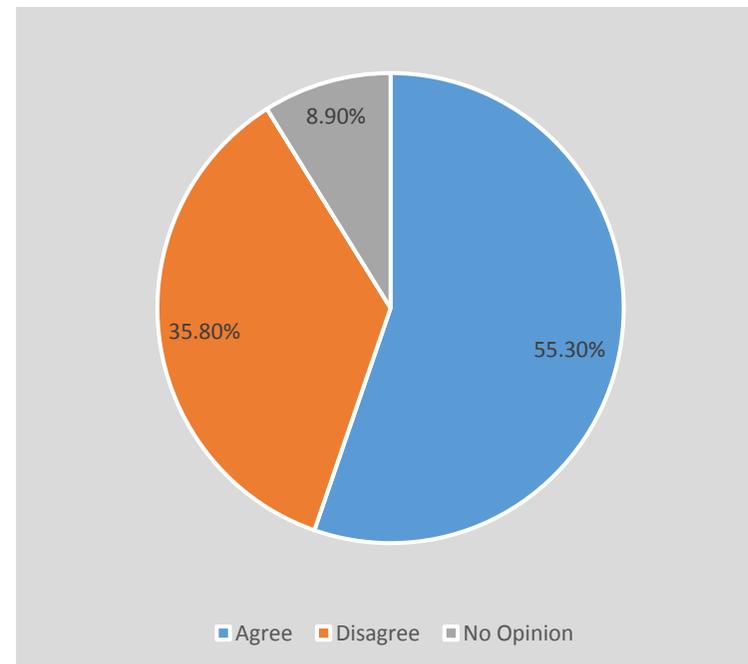
A higher proportion of people who filled in the questionnaire disagreed (47%) than agreed (44.20%) with the vision statement. A large number of those who disagreed with the vision expressed general concern around the intensification of the population density, and the impact that this may have on traffic and other issues. Many of the respondents who agreed also commented on the importance of a

comprehensive movement network. Based on these results no changes to the vision are proposed, however, further clarification of the movement network is required.

Question 4 - Do you agree or disagree with the following masterplan objectives?

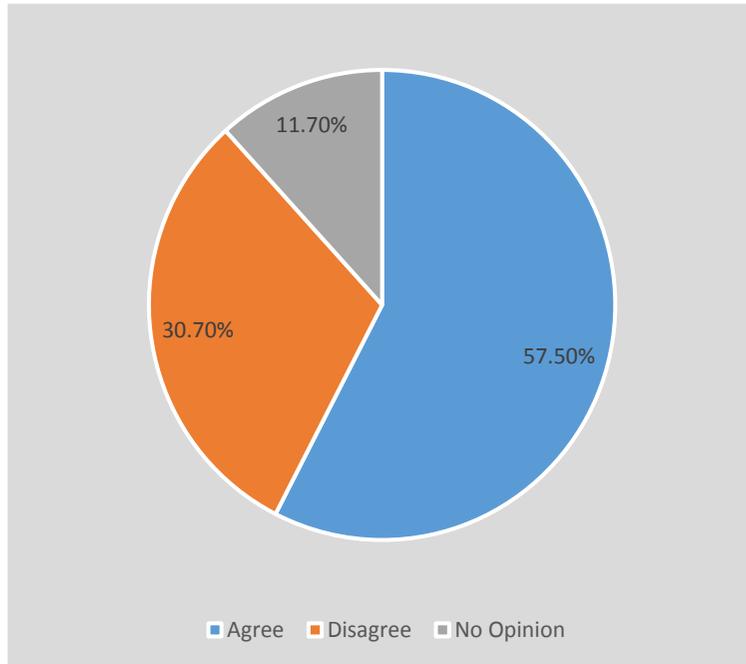
(refer to board 4)

(i) *Provide a sustainable mix of land uses*



Overall the majority of people agreed with (55.30%) or had no opinion (8.90%) on the masterplan objective for the area to include a sustainable mix of land uses. Those who agreed, welcomed the idea of development that complemented the existing character of Two Waters, and a large number of those who disagreed expressed concern around the development of tall buildings. Based on these

results no change to this objective is proposed, however, the Masterplan will define

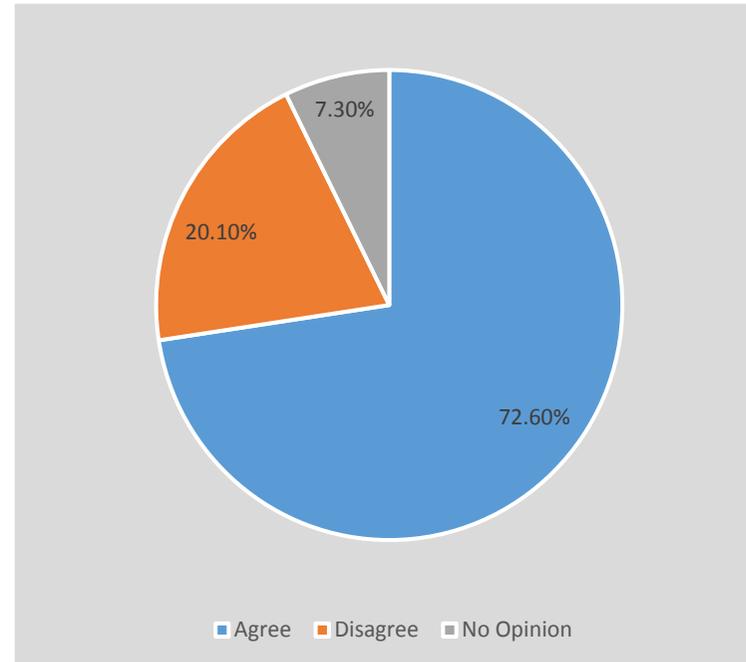


maximum building heights across the Two Waters area.

(ii) *Complement neighbouring centres*

Overall the majority of people agreed with (57.50%) or had no opinion (11.70%) on the objective for the area to complement neighbouring centres. Those who agreed, commented on the requirement for any new development to be in-keeping with the existing character of the area. A large number of respondents who disagreed, expressed concern over the development of tall buildings and the impact that this may have on the provision of low density family homes. Based on these results no change to this objective is proposed however, as stated above, the Masterplan will define maximum building heights across the Two Waters area.

(iii) *Respect the identity of Two Waters' character areas*

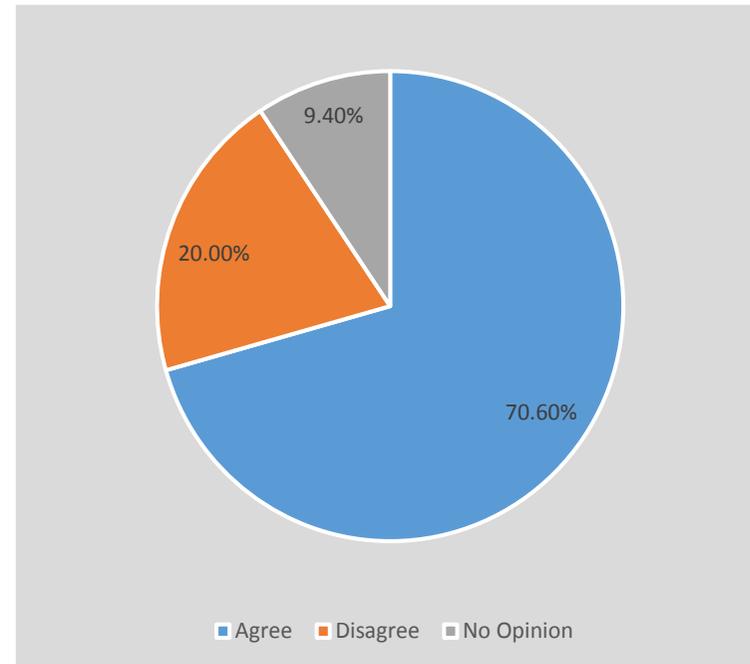
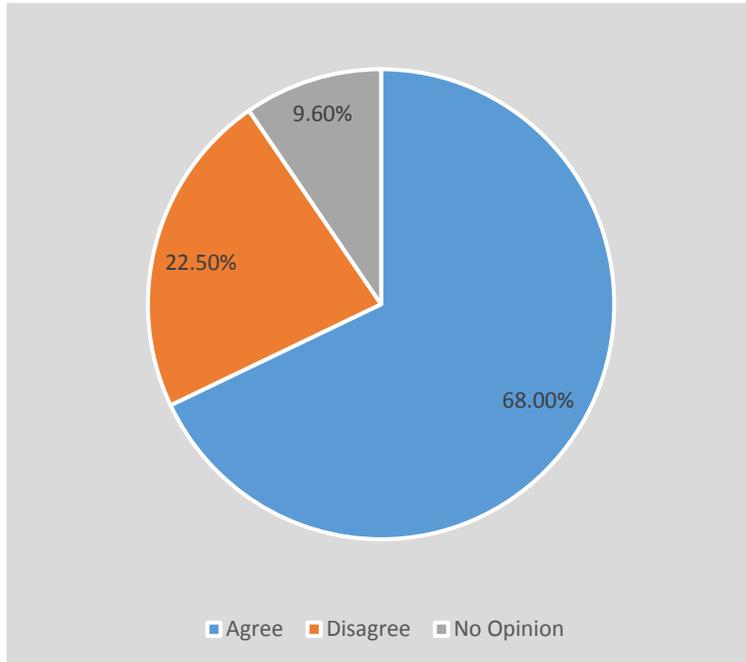


Overall the majority of people agreed with (72.60%) or had no opinion (7.30%) on the objective for development to respect the identity of Two Waters' character areas. Further comments identified the housing development at the junction of Roughdown Road and London Road as exemplary residential development that is in-keeping with Two Waters' character areas. Those who disagreed, expressed concerns that to complement the existing character would enable tall buildings such as the Kodak Tower to be built. Based on these results no change to this objective is proposed however, as stated above, the Masterplan will define maximum building heights across the Two Waters area.

to this objective is proposed, however, BDP and DBC continue to work with The Box Moor Trust as landowners to understand their aspirations for specific sites.

(iv) *Open up and enhance a network of natural assets*

(v) *Enhance and better reveal Two Waters' heritage and landmarks*

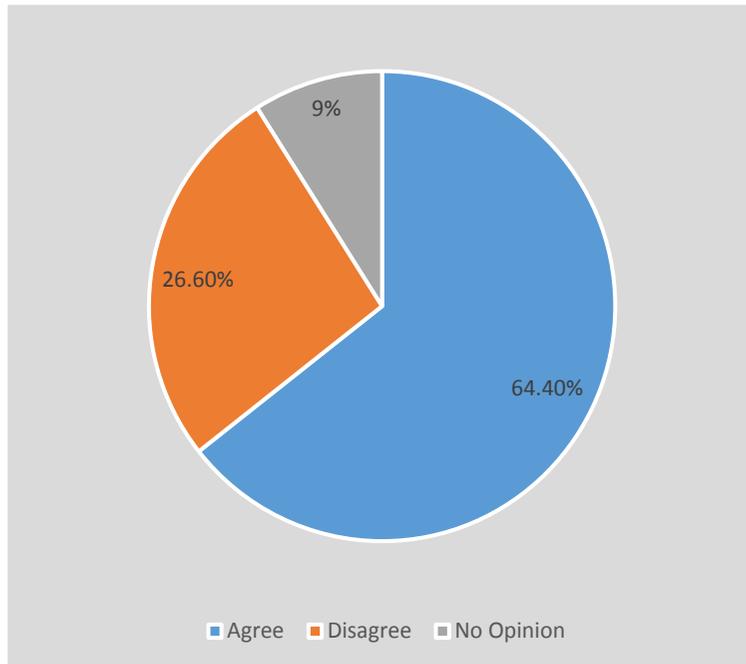


Overall the majority of people agreed with (68%) or had no opinion (9.60%) on the objective to open up and enhance a network of natural assets. Respondents who agreed commented on the need to strike a balance between preserving the existing green assets and providing suitable housing for future generations. Those who disagreed raised concerns that the potential enhancement of the moors and waterways would conflict with their preservation. Based on these results no change

Overall the majority of people agreed with (70.60%) or had no opinion (9.40%) on the objective for the development to enhance and better reveal Two Waters' heritage and landmarks. Those who agreed, commented on the importance of any new development to be sympathetic to the existing character of Two Waters, and those who disagreed expressed concern around the development of tall buildings. Based on these results no change to this objective is proposed, however, as stated

above, the Masterplan will define maximum building heights across the Two Waters area.

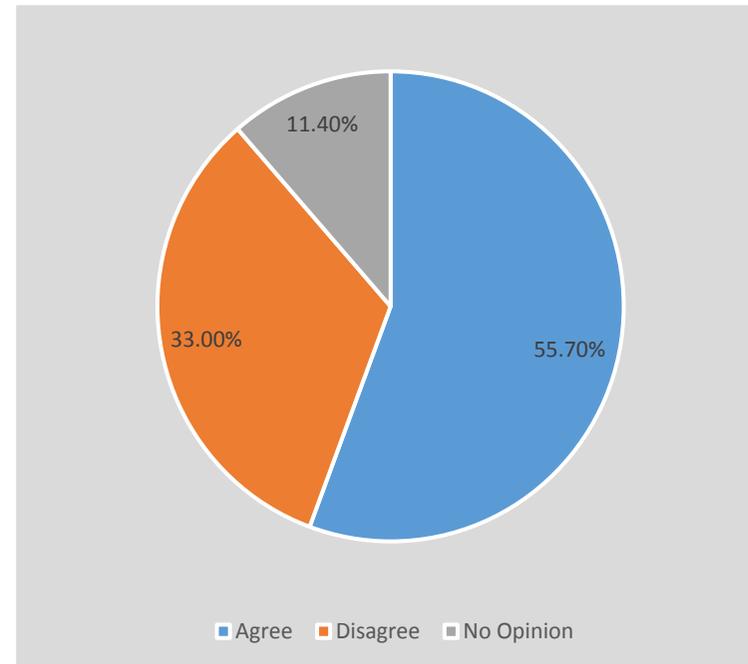
(vi) *Ensure a deliverable masterplan*



Overall the majority of people agreed with (64.40%) or had no opinion (9%) on the objective to ensure the Masterplan is deliverable. A number of respondents who agreed commented on the requirement of the Masterplan to give priority to existing issues, such as traffic congestion. Those who disagreed expressed concern over the deliverability of the initial concepts of the masterplan, with particular comments on high density residential and the proposed movement network. Based on these

results no change to this objective is proposed, however, specific actions to mitigate the impact of traffic will be required.

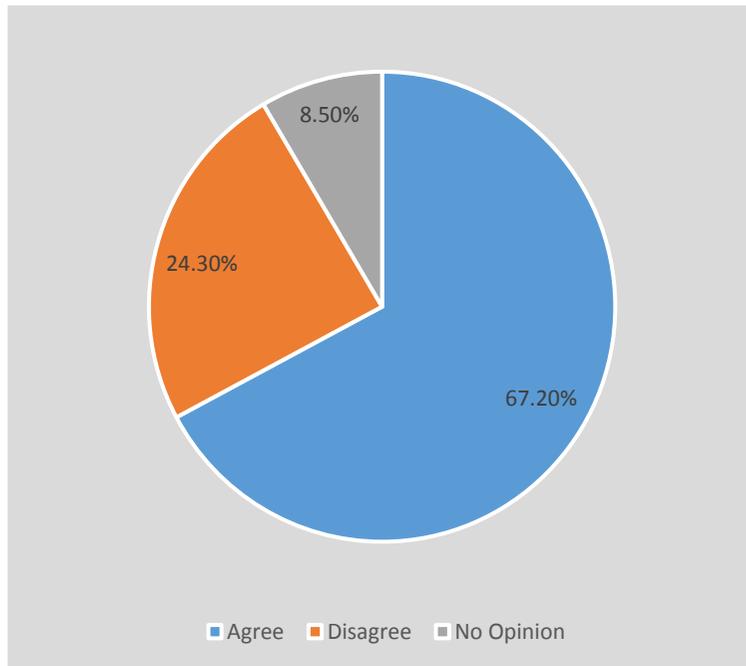
(vii) *Create and connect destinations*



Overall the majority of people agreed with (55.70%) or had no opinion (11.40%) on the objective to create and connect destinations within the area. A number of those who agreed commented on the need to implement a comprehensive movement network. Those who disagreed expressed concerns over the impact that new

development may have on the preservation of Two Waters' natural assets. Based on these results, no change to this objective is proposed.

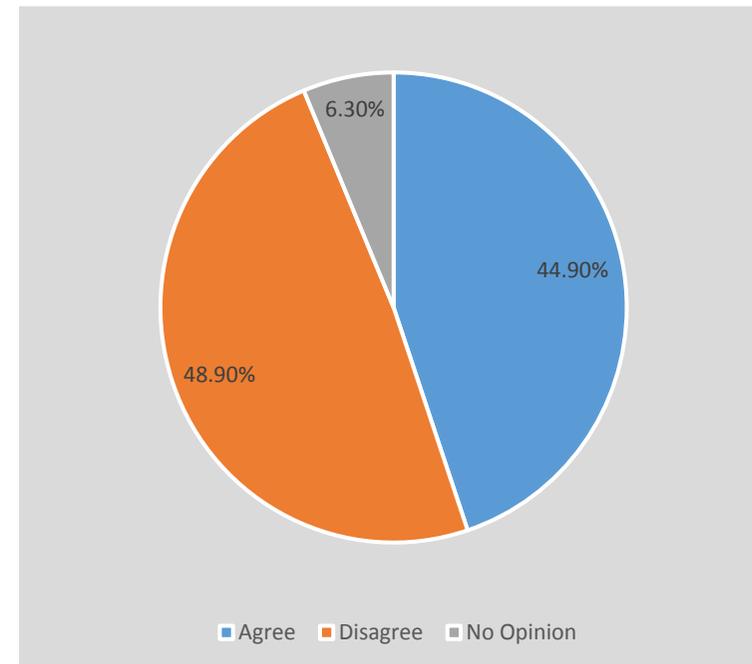
(viii) *Ensure existing and new development work together*



Overall the majority of people agreed with (67.20%) or had no opinion (8.50%) on the objective to ensure existing and new developments work together. Those who agreed, commented on the significance of preserving the existing character of Two Waters, and those who disagreed expressed concern over the potential for tall buildings in the Masterplan area. Based on these results no change to this objective is proposed, however, as stated above, the Masterplan will define maximum building heights across the Two Waters area.

Question 5 – Overall do you agree or disagree with the land use principles identified on board 5?

(refer to board 5)

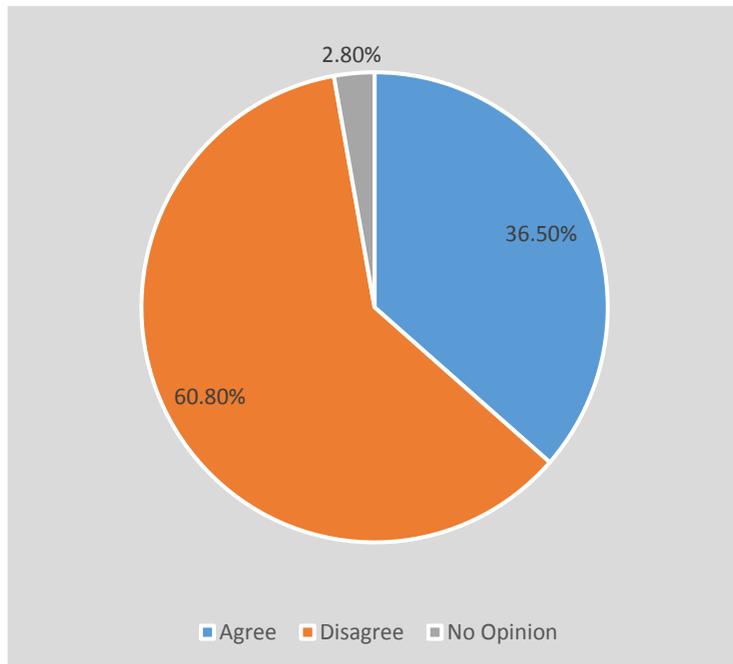


A higher proportion of the respondents disagreed (48.90%), than agreed (44.90%) with the land use principles. Those who agreed were in favour of maintaining the rural ambience of the canal and green spaces. Respondents who disagreed expressed concern over the increase in traffic that would be generated by additional residential and mixed use development. Based on these results no changes to the land use principles are proposed, however, specific actions to mitigate the impact of traffic will be required.

Overall the majority of people disagreed (60.80%) with the design principles for the masterplan, whilst 36.50% agreed. A large number of the respondents who agreed commented on the requirement for a maximum building height across the Masterplan. Those who disagreed with the design principles also expressed concern for building heights and the impact that further development might have on traffic congestion. Based on these responses the design principles will be reviewed.

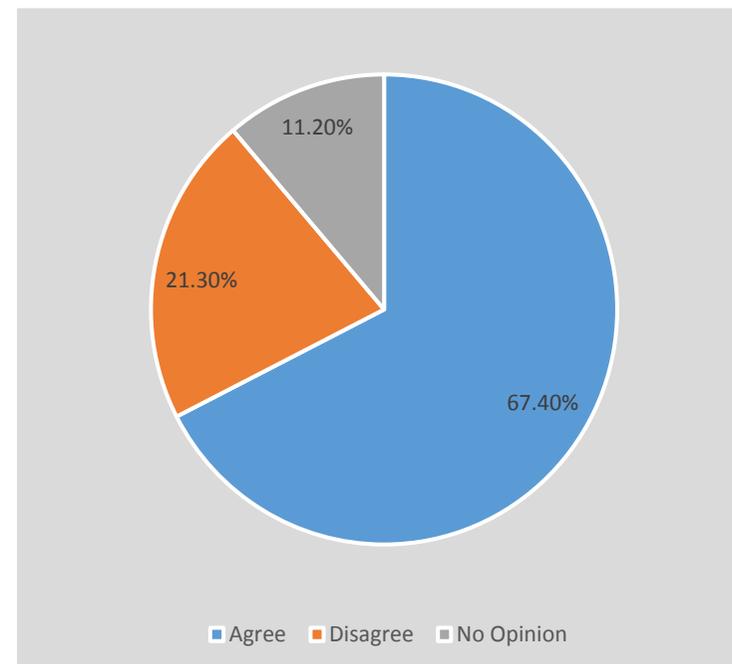
Question 6 – Overall do you agree or disagree with the design principles on board 6?

(refer to board 6)



Question 7 – Overall do you agree or disagree with the open space and sustainability principles identified on board 7?

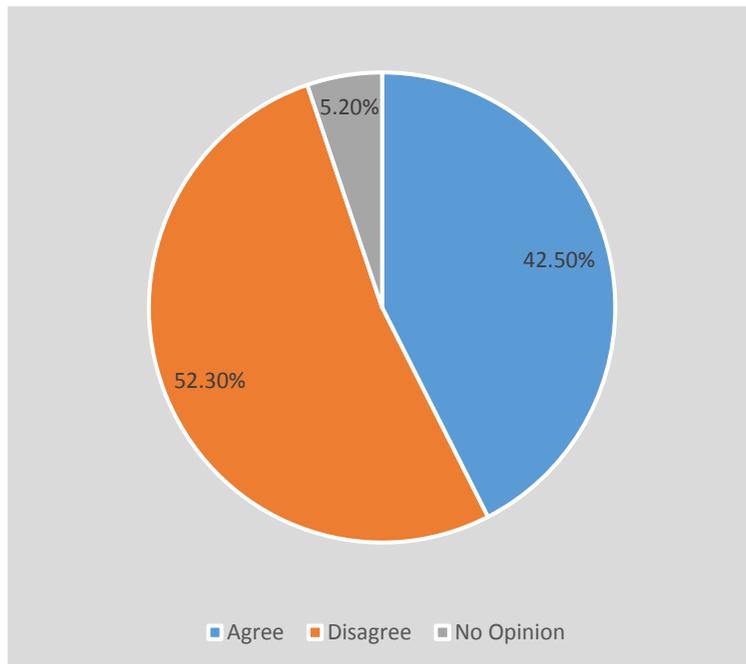
(refer to board 7)



Overall the majority of people agreed with (67.40%) or had no opinion (11.20%) on the principles for open space and sustainability. Those who agreed commented on the required upgrade to the canal towpath which would provide greater access to the waterway. Those who disagreed expressed concern for the preservation of Two Waters' open spaces. Based on these results no changes to the open space and sustainability principles are proposed, however, BDP and DBC continue to work with The Box Moor Trust as landowners to understand their aspirations for particular sites within the Masterplan.

Question 8 – Overall do you agree or disagree with the transport and movement principles identified on board 8?

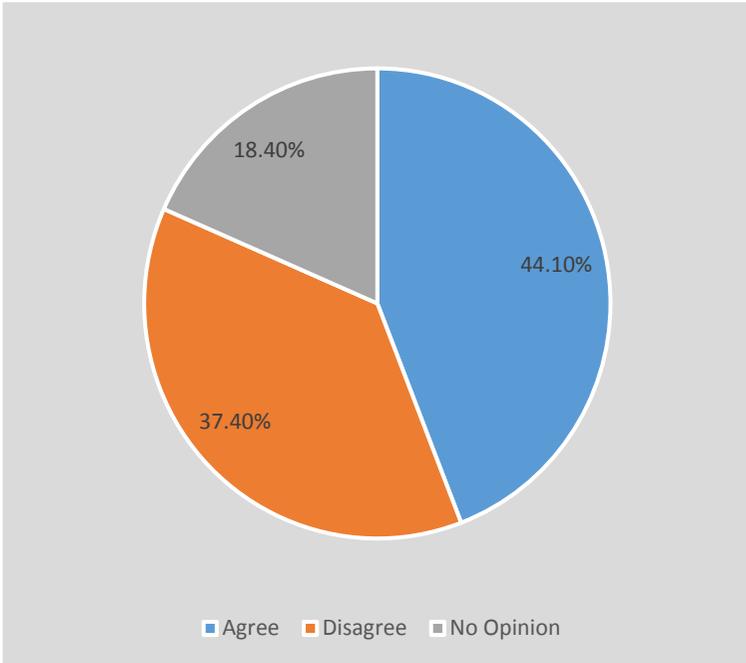
(refer to board 8)



Overall a higher proportion of respondents disagreed (52.30%) than agreed (42.50%) with the transport and movement principles. Those who agreed commented on the need for dedicated cycle lanes and more frequent public transport services. Those who disagreed were largely concerned with the existing issues of traffic congestion and parking. Based on these results, specific actions to mitigate the impact of traffic will be required.

Question 9 – Do you agree or disagree with the boundaries of the key sites identified on board 9?

(refer to board 9)



Overall the majority of people agreed with (44.10%) or had no opinion (18.40%) on the boundaries of the key sites. A number of the respondents who agreed with the boundaries of the sites commented on the need to further define the type of development that is suitable for each area. Site 3 raised the most concern for those respondents who disagreed due its location on the Box Moor. Based on these results, the boundaries and approach to Site 3 requires further consideration.

6. Key Consultation Themes and Council Responses

The key messages to emerge from the consultation and the Dacorum Borough Council proposed responses are provided below.

| KEY MESSAGE | COUNCIL RESPONSES AND PROPOSED CHANGES |
|---|--|
| <p>1. Scale and Density of Development</p> <p>A large number of respondents agreed that development should build on the existing character and scale of the surrounding area. Respondents expressed support for development that includes more family orientated residential development of 2 to 3 storeys in height, including social housing and designs that are in-keeping with existing development. Further comments identified the housing development at the junction of Roughdown Road and London Road as exemplary residential</p> | <p>Scale and density of development will be examined in further detail at the next stage of developing the Masterplan.</p> |

| KEY MESSAGE | COUNCIL RESPONSES AND PROPOSED CHANGES |
|---|---|
| <p>development that is in-keeping with Two Waters' character areas.</p> <p>Respondents were generally opposed to higher scale and density, with support provided for low scale residential development of a maximum 4 or 5 storeys in height. Where respondents agreed with suitable locations for taller buildings a maximum of 12 storeys was mentioned.</p> | |
| <p>2. Key Development Sites</p> <p><u>Site 1: Hemel Hempstead Station</u></p> <p>Respondents expressed support for general redevelopment of the Hemel Hempstead Station to include amenities, services and further parking facilities. However, residents raised concerns for the medium-to-high scale density of the proposed residential development at Site 1 as the raised topography of the area would further increase the height of the buildings. Some respondents questioned the area as appropriate for taller buildings.</p> <p><u>Site 2: London Road</u></p> <p>Respondents supported the redevelopment of this site but were concerned that it would increase the traffic congestion and exacerbate the already poor parking situation. Respondents were also opposed to medium-to-high density residential in the London Road area due to the impacts on traffic.</p> <p>St William, part of the Berkley Group of companies who specialise in building homes and neighbourhoods, would like to see a more bespoke approach to heights and density applied to the site, but consider the indicated land uses and reference to existing character too prescriptive.</p> | <p>There is a very high housing need within Dacorum – indicated by a current assessed 'objectively assessed need' (OAN) figure of 756 homes per annum (17,388 over the 2013-2036 period). Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Detailed design principles on how this area should be developed will be defined in the Masterplan, with particular regard for maximum building height restrictions. Comprehensive transport and movement principles will specify actions to mitigate the impact of population increase on the issues of traffic congestion and parking within the Masterplan area.</p> <p>DBC are working with BDP on specific actions to mitigate the impact of traffic congestion and parking within the Masterplan area.</p> <p>St William to arrange Pre-App meeting with DBC.</p> |

| KEY MESSAGE | COUNCIL RESPONSES AND PROPOSED CHANGES |
|---|---|
| <p><u>Site 3</u></p> <p>A large number of respondents commented that Site 3 on the Box Moor should be maintained as public open space, or as an enhanced east-to-west connection for the open green space on either side of Two Waters Road. Some respondents (3.15%) made specific comments in support of low scale residential development at this site, whilst others (4.2%) expressed opposition.</p> <p><u>Site 4</u></p> <p>Respondents supported the proposals for improvement to the Corner Hall site. However, in relation to the proposed primary school on this site concerns were raised as to the safety of the pedestrian environment and the impact that a school may have on traffic in the area.</p> | <p>DBC and BDP are working with The Box Moor Trust as the landowner of the site to ensure that a balance is struck between conserving the area and attracting more visitors and residents. The Trust’s aspirations for the land will be discussed in further detail at the next stage of Masterplan development.</p> <p>The intention is to locate the school closer to existing and new homes, and as such the current proposed site alongside alternatives will be explored in greater detail in the next stage of the Masterplan development.</p> |
| <p>3. Transport and Parking</p> <p><u>Congestion</u></p> <p>Popular view that London Road faces heavy congestion at peak times, in particular on Saturdays. Car parking on London Road and on the surrounding roads reduces road capacity, resulting in grid-lock throughout the area. There is strong support for a comprehensive transport plan to address the existing high volume of traffic.</p> <p>There is also concern that any further development, particularly where high density is suggested around Hemel Hempstead Station, would result in further traffic flow issues.</p> | <p>DBC are working with Hertfordshire County Council (HCC) to assess the potential for a more holistic approach to transport – this will be embedded within HCC’s forthcoming Growth and Transport Plan for South West Hertfordshire. Potential measures such as intermodal interchanges on the M1 and M25, additional bus routes serving Hemel Hempstead, increased frequencies of existing bus services and an improved cycle network are being considered that are intended to reduce car use and promote alternatives. The masterplan could have a role in delivering elements of these proposals as well as more localised improvements to address specific problems and congestion ‘hotspots’. Whilst it will not be possible for this masterplan to fully resolve the area’s transport issues it should make a positive contribution overall to existing conditions for all modes of travel. The safeguarding of land that may be required for future improvements or for development mitigation should also be considered in more detail at the next stage of the Masterplan development.</p> |

| KEY MESSAGE | COUNCIL RESPONSES AND PROPOSED CHANGES |
|---|--|
| <p><u>Pedestrian and Cycle Network</u></p> <p>A number of respondents commented on the need for separated cycle and pedestrian routes into the town centre, an improvement to the Grand Union Canal towpath was suggested as a potential opportunity for this.</p> <p><u>Public Transport</u></p> <p>Some respondents commented that the frequency of the existing public transport services from the rail stations to the town centre could be increased. Further concerns were raised on the lack of public transport serving routes to other surrounding areas such as Chaulden.</p> <p><u>Parking</u></p> <p>A large number of respondents commented on the lack of parking facilities in the area, and as stated above, respondents raised concern over the negative impact that this currently has on the existing roads in the area, in particular the dangerous parking on the A4251 London Road.</p> <p>Respondents were in support of extra affordable parking facilities at the Hemel Hempstead Station. Some respondents also showed support for a park and ride in the area.</p> <p><u>Opposition to cultural change</u></p> <p>A large number of respondents expressed concern that an increase in public transport and sustainable travel is unrealistic, and a similar number of respondents expressed opposition to the idea of car sharing.</p> | <p>The masterplan will indicate potential walking and cycling routes, making good use of the area's green character and existing links (eg tow path).</p> <p>DBC and BDP are working with HCC to explore the improvement of public transport services connecting Two Waters with the surrounding area. This will be discussed in further detail at the next stage of the Masterplan development.</p> <p>Masterplan will follow DBC's requirement for parking provision for all new development but will consider the appropriate parking strategy for sites closest to the rail station. BDP will also look at additional parking solutions for the Two Waters area.</p> <p>National Policy has moved towards securing more sustainable outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. This is reflected in HCC's Local Transport Plan 3 and is a clear theme in the emerging 2050 Hertfordshire Transport Vision. In the medium to long term there are likely to be environmental and social imperatives to improving transport opportunities for all and achieving behavioural change in mode choice. Alternative and aspirational transport solutions are to be considered in</p> |

| KEY MESSAGE | COUNCIL RESPONSES AND PROPOSED CHANGES |
|---|---|
| | <p>further detail at the next stage of Masterplan development, linking to HCC's Growth and Transport plan proposals.</p> |
| <p>4. Open Space</p> <p>A number of respondents agreed the Grand Union Canal towpath was in need of improvement, and that push chair and disabled access were lacking.</p> <p>However, a large number of respondents expressed concern at the masterplan's proposals to increase the access to the moors and water ways, and were opposed to development in this area that may detract from natural assets.</p> <p>Respondents supported the need to address flood risk in the masterplan areas and expressed particular concern for flooding at London Road and on the moors themselves.</p> <p>The Box Moor Trust expressed their support to the wider perspective and confirmed their commitment to protect and retain the moor for generations. They also suggested potential contributions from developments for the maintenance of the open space.</p> | <p>DBC and BDP will be working with The Box Moor Trust as stakeholders on the open space strategy for the Masterplan.</p> |
| <p>5. Social Infrastructure</p> <p>A large number of respondents commented on the need for the Masterplan to address the present need for schools, GP surgeries and a new hospital.</p> <p>Respondents suggested that there is an existing need for this infrastructure and any additional residential development, particularly high density, would put a strain on these facilities.</p> | <p>The Masterplan suggests provision of a new school, and as per the response of the Hertfordshire County Council, the exact size area will have to be confirmed at a later stage. The provision of medical facilities is within the remit of the NHS trust and we will continue to work with them.</p> |

7. Summary of Respondents' Comments and the Council's Responses

In addition to the table of key messages and Dacorum Borough Council responses provided above, the respondent's comments are individually summarised in the table below.

| REFERENCE | SUMMARY OF RESPONDENTS COMMENTS | THE COUNCIL'S RESPONSE AND NEXT STEPS |
|-----------------------------|---|---|
| Q1 Constraints | <ul style="list-style-type: none"> Respondents highlighted railway/road bridge issue. | To add the rail bridge as a constraint. |
| | <ul style="list-style-type: none"> Traffic and car parking issues highlighted. | DBC working with Hertfordshire County Council (HCC) and BDP to assess the potential for a more holistic approach to transport including intermodal interchanges at the M1 and M25, additional bus routes, increased frequency of bus services, and dedicated cycle lanes. |
| | <ul style="list-style-type: none"> Air quality concerns. | The potential for a more comprehensive public transport network and sustainable modes of transport would help to mitigate the impact on air quality. |
| Q2 Opportunities | <ul style="list-style-type: none"> Historic England highlighted the Listed Buildings on the Corner Hall site and directly north of the site boundary as opportunities. | Listed buildings to be added to opportunities plan, and Building Heights and Heritage Design Principles will respect the significance of their proximity to the masterplan area. |
| | <ul style="list-style-type: none"> Respondents highlighted need for improvement of canal towpath, particularly in terms of push chair/ disabled access. | Masterplan to include proposals to improve access to waterside including canal towpaths. |
| | <ul style="list-style-type: none"> Some respondents highlighted the need for additional bus routes that serve areas other than the town centre. | DBC working with HCC to look at transport options linking Two Waters with the surrounding area, including additional bus routes and intermodal interchanges. |
| Q3 Proposed Vision | <ul style="list-style-type: none"> Concern that higher density would impact on traffic congestion and parking. | Comprehensive transport and movement principles to specify actions to mitigate the impact of population increase on traffic congestion and parking. |
| | <ul style="list-style-type: none"> Concern that high scale and density will not be in-keeping with the existing context. | The scale and density of future development will be examined in further detail at the next stage of the Masterplan development. |
| Q4 Masterplan Objectives | <ul style="list-style-type: none"> Concern for the impact of new housing density on traffic congestion. | Comprehensive transport and movement principles will specify actions to mitigate the impact of population increase on traffic congestion and parking within the Masterplan area. DBC and BDP to explore in further detail at the next stage of Masterplan development. |

| REFERENCE | SUMMARY OF RESPONDENTS COMMENTS | THE COUNCIL'S RESPONSE AND NEXT STEPS |
|--|--|---|
| Q5 Land Use Principles | <ul style="list-style-type: none"> Agree with residential land use, but would like to see more affordable housing. | Masterplan to follow ratios set by DBC for affordable housing in new residential developments. |
| | <ul style="list-style-type: none"> Concern for supporting road network. | Masterplan to take a more holistic approach to travel, which includes considering reconfiguration of the approach roads to Plough roundabout, improving sustainable transport network and increasing bus service frequency. |
| Q6 Design Principles | <ul style="list-style-type: none"> Concern for waterside development, would like to see moors preserved. | DBC and BDP are working with The Box Moor Trust to ensure development primarily preserves and enhances access to natural assets. |
| | <ul style="list-style-type: none"> Concern raised over inclusion of taller buildings. | The scale and density of future development will be examined in further detail at the next stage of the Masterplan development. |
| | <ul style="list-style-type: none"> Traffic and car parking issues highlighted. | As stated above, DBC to work with BDP and HCC to create a more holistic transport plan and parking strategy. |
| Q7 Open Space and Sustainability Principles | <ul style="list-style-type: none"> Respondents agreed with sustainable energy opportunities enhancement to ecological reserves. However, concern raised over development of Box Moor with the general desire for preservation of the moors. | Initial masterplan ideas indicated preservation and enhancement of the natural asset of the moors and surrounding waterways as a popular open space for the local community. The Masterplan vision will remain sensitive to this, and DBC and BDP continue to work with The Box Moor Trust as stakeholder. |
| Q8 Transport and Movement Principles | <ul style="list-style-type: none"> Overwhelming response in concern raised for the existing road network, traffic congestion and parking. | <p>As stated above, DBC and BDP in conjunction with HCC are looking at opportunities for a more holistic approach to travel, including reducing the need to travel and promoting credible alternatives to car use. The masterplan could have a role in delivering elements of these wider proposals as well as delivering localised improvements to address specific problems and congestion 'hotspots'.</p> <p>DBC and BDP are working with HCC to explore the improvement of public transport services connecting Hemel Hempstead Station with the surrounding area. Additionally, the development of the station will include increased parking provision. Both topics are to be explored in further detail at the next stage of the Masterplan development.</p> |

| REFERENCE | SUMMARY OF RESPONDENTS COMMENTS | THE COUNCIL'S RESPONSE AND NEXT STEPS |
|---------------------------------------|---|--|
| | <ul style="list-style-type: none"> Respondents commented on the need to increase public transport from the Hemel Hempstead Station to the surrounding areas. | <p>DBC and BDP are working with HCC to explore the improvement of public transport services connecting Hemel Hempstead Station with the surrounding area. Additionally, the development of the station will include increased parking provision. Both topics are to be explored in further detail at the next stage of the Masterplan development.</p> |
| <p>Q9 Boundaries of Key Sites</p> | <ul style="list-style-type: none"> Mixed views of concern for location of development at Site 3 on the Box Moor. Some respondents would like to see the area preserved as existing open space and others support low scale housing which is designed sensitively to minimise the impact of the views from the surrounding moors. | <p>DBC and BDP are working with The Box Moor Trust as the landowner of the site to ensure that a balance is struck between conserving the area and attracting more visitors and residents. The Trust's aspirations for the land will be discussed in further detail at the next stage of Masterplan development.</p> |

8. Conclusion

This Consultation Statement has presented an overview of the findings from the Two Waters Round 1 Consultation. The results will be used to inform the next stage of work on the Masterplan which is to develop the design for each of the key development sites, and in turn refine the concept of the masterplan. This will involve feasibility testing of options for key development sites, including viability with GL Hearn and transport with Urban Flow. As part of this next stage, DBC will arrange further consultation workshops in early 2017 to explore the key themes to be further developed.

APPENDICES

Appendix A – Consultation Questionnaire

Appendix B – Consultation Public Notice

Appendix C – Consultation Letters

Appendix D – Media Coverage

Appendix E – Consultation Boards

Q6 Overall do you agree or disagree with the design principles identified on board 6?

Agree Disagree No Opinion

Design principles comments:

Q7 Overall do you agree or disagree with the open space and sustainability principles identified on board 7?

Agree Disagree No Opinion

Open space and sustainability principles comments:

Q8 Overall do you agree or disagree with the transport and movement principles identified on board 8?

Agree Disagree No Opinion

Transport and movement principles comments:

KEY SITES

During the next stage in preparing the masterplan we will be working up detailed proposals for each of the key sites to identify appropriate and viable capacities and develop a set of detailed design guidance to ensure high quality developments.

Q9 Do you agree or disagree with the boundaries of the key sites identified on board 9?

Agree Disagree No Opinion

Key site comments:

Q10 Do you have any other comments about the future of Two Waters? Please use this space and any additional pages you need.

FUTURE CONSULTATION

The next round of consultation will comprise of a facilitated workshop in the new year. If you want to be involved provide your contact information below.

- Please tick here if you would like to be invited to the next event
- Please tick here if you would like to be informed of progress

Name:

Email:

Address:



TWO WATERS MASTERPLAN

CONSULTATION RESPONSE FORM

November 2016

We want to hear your views about the initial ideas for the Two Waters Masterplan.

Thorough research and analysis, including discussions with stakeholders and Dacorum Borough Council and Hertfordshire County Council Officers, BDP has prepared the following initial ideas for the Two Waters Masterplan Vision, Objectives and Site Wide Principles.

BDP.

Please review the consultation boards online via www.dacorum.gov.uk/consultation. Please let us know your thoughts from the 4th of November 2016 to the 18th November 2016 by filling in this form or alternatively you can send an email or a letter with your comments to Regeneration@dacorum.gov.uk or by post to:

The Regeneration Team
Dacorum Borough Council
Civic Centre
Hemel Hempstead
Hertfordshire
HP1 1HH

Following close of the consultation we will be reviewing the responses and your views will help to shape the masterplan.

TWO WATERS CONSTRAINTS AND OPPORTUNITIES

It is important that the Two Waters Masterplan is based on a comprehensive understanding of the constraints and opportunities facing Two Waters. To view the constraints and opportunities in full refer to board 3 of the exhibition panels.

Q1 Do you agree or disagree with the constraints for Two Waters?

Agree Disagree No Opinion

Constraints comments:

Q2 Do you agree or disagree with the opportunities for Two Waters?

Agree Disagree No Opinion

Opportunity comments:

THE VISION FOR TWO WATERS

The proposed vision sets out the overarching aspiration for the future of Two Waters. To view the vision in full please refer to board 4 of the exhibition panels.

“Two Waters will become home to thriving well connected sustainable neighbourhoods, integrated with high quality accessible open space, rivers and Grand Union Canal. A clear movement network will enhance connectivity through the space and from key movement gateways such as the stations and A41 to key focal points including the town centre and Maylands Business Park. New high quality development will take account of existing context, and enhance and respect surrounding neighbourhoods.”

Q3 Do you agree or disagree with the proposed vision for Two Waters?

Agree Disagree No Opinion

Vision comments:

MASTERPLAN OBJECTIVES

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles. To view the objectives in full, including the explanatory text, please refer to board 4 of the exhibition panels.

Q4 Do you agree or disagree with the following masterplan objectives?

Objective 1

Provide a sustainable mix of land uses

Agree Disagree No Opinion

Objective 2

Complement neighbouring centres

Agree Disagree No Opinion

Objective 3

Respect the identity of Two Waters' character areas

Agree Disagree No Opinion

Objective 4

Open up and enhance a network of natural assets

Agree Disagree No Opinion

Objective 5

Enhance and better reveal Two Waters' heritage and landmarks

Agree Disagree No Opinion

Objective 6

Ensure a deliverable masterplan

Agree Disagree No Opinion

Objective 7

Create and connect destinations

Agree Disagree No Opinion

Objective 8

Ensure existing and new development work together

Agree Disagree No Opinion

Objectives Comments:

SITE WIDE DEVELOPMENT PRINCIPLES

Site wide development principles have been proposed to encourage a high quality of development and achieve the vision and objectives. To view the development principles in full, please refer to exhibition boards 5 to 8.

Q5 Overall do you agree or disagree with the land use principles identified on board 5?

Agree Disagree No Opinion

Land use principles comments:



Planning and Compulsory Purchase Act 2004

NOTICE OF CONSULTATION ON THE TWO WATERS MASTERPLAN

Dacorum Borough Council is at the initial stages of preparing a masterplan for Two Waters; the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. This follows on from the adoption of the Two Waters Strategic Framework by Cabinet in November 2015.

The Masterplan will help ensure that development and changes in the area including housing, business, open space, transport and community services are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future. It is envisaged that this Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

You are invited to attend one of our drop-in sessions on:

- **Friday 4 November 4.00pm – 8.00pm, Apsley Community Centre and**
- **Saturday 5 November 11.00am – 3.00pm, St John's Church Hall, Boxmoor**

An online questionnaire will also form part of this consultation and will be on the Council's website www.dacorum.gov.uk from 4 November. The closing date for comments on this consultation is 18 November.

Two further consultations are planned for early 2017 comprising a focussed workshop for interested parties in January and a 4-6 week online consultation on the draft Masterplan document later in the year.

For more information visit www.dacorum.gov.uk/regeneration, email regeneration@dacorum.gov.uk, call 01442 228000 and ask for Regeneration

Date: 24 October 2016
Your Ref.
Our Ref: TW Consultation Nov 2016
Contact: Regeneration
Email: Regeneration@dacorum.gov.uk
Directline: 01442 228000



Civic Centre
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1HH

Telephone: 01442 228000
www.dacorum.gov.uk
DX 8804 Hemel Hempstead
D/deaf callers, Text Relay:
18001 + 01442 228000

Dear Sir/Madam,

Consultation on the Two Waters Masterplan

Dacorum Borough Council is at the initial stages of preparing a masterplan for Two Waters; the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. This follows on from the adoption of the Two Waters Strategic Framework by Cabinet in November 2015.

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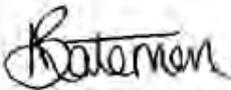
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Two further consultations are planned for early 2017 comprising a focussed workshop for interested parties in January and a 4 – 6 week online consultation on the draft Masterplan document later in the year.

For more information visit www.dacorum.gov.uk/regeneration, email regeneration@dacorum.gov.uk, call 01422 228000 and ask for Regeneration.

Yours sincerely

A handwritten signature in black ink that reads "Bateman". The signature is written in a cursive style and is enclosed within a thin black rectangular border.

Nathalie Bateman
Team Leader – Strategic Planning and Regeneration

NEWS

DEVELOPMENT

Have your say on 'new neighbourhood' plan

By TOM BURTON
tom.burton@jpress.co.uk
01296326177 @tom3burton

New homes, shops and offices will make for a 'thriving, well connected, and sustainable neighbourhood' if the Two Waters Masterplan is pushed through.

That is the view of architects at BDP who have been commissioned by Dacorum Borough Council to create a vision for the site.

Two Waters covers the 145 hectares between Hemel Hempstead and Apsley train stations, south of town, and stretches as far as the train line which runs from London Euston to the Midlands.

Once the masterplan is in place, developers will be invited to build homes, shops and offices to create a new neighbourhood.

A spokesman for BDP said:

"It has been subject to growing developer interest but without a masterplan, it is at risk of developing in a piecemeal fashion, where sites maximise development and fail to contribute positively to the wider area."

There are a number of constraints which have been highlighted as part of the plans. They include striking a balance between a mix of building types for different land uses and ownerships.

Limiting noise and emissions are also considered challenges, as is a lack of accessibility to the Boxmoor and canal towpaths.

However, BDP is committed to overcoming the constraints because they believe the site has huge potential.

It says the site has "strong transport connectivity" and nearby waterways provide an "opportunity for walking and cycling routes".

And there is an opportunity

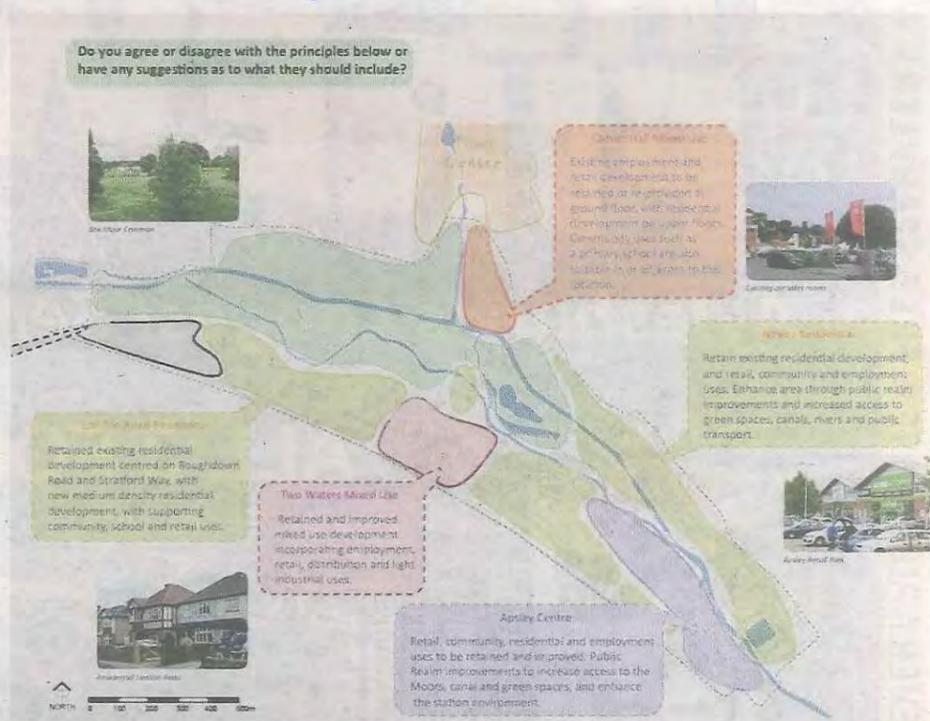
to "improve station facilities including car parking".

There is also an opportunity for London Road to be "reimagined and developed as an attractive, high-quality street."

The BDP spokesman added: "During the next stage in preparing the masterplan, we will be working up detailed proposals for each of the key sites to identify appropriate and viable capacities and develop a set of detailed design guidance to ensure high quality developments."

Dacorum Borough Council is aiming to approve the Two Waters Masterplan early in 2017 and following a review of the council's Local Plan, adopt it as a Supplementary Planning Document.

Once approved, the masterplan will help guide the design of any future development. View the plans at www.dacorum.gov.uk/consultation, and email your thoughts to regeneration@dacorum.gov.uk



Plans have been on show at The Civic Centre in Hemel Hempstead

MAINTENANCE

Highways plan cleans 50,000th road sign

A countywide roads programme has seen highways staff clean their 50,000th road sign since beginning a new initiative in April.

Herts County Council is running a 12-month scheme investing extra money on essential jobs that are not always a priority.

By spring 2017 the aim is to have cleaned 86,000 road signs, cleared 14 miles of ditches, trimmed 94 miles of hedges, refreshed 559 miles of white lines, and dug out 2,300 roadside drains.

Terry Douris, cabinet member for highways at County Hall, said: "We maintain more than 3,000 miles of roads - which are among the busiest nationally - so it's a big job. I'm delighted with the progress we're making because it's really important to our residents' quality of life."

For more information about forthcoming roadworks taking place across the county, visit www.hertfordshire.gov.uk/roadworks

HEALTH



Splashing out at One Stop

Mark Foster, Britain's most decorated male swimmer, was at private healthcare clinic One Stop Doctors this week.

The five-time Olympic athlete was promoting One Stop Doctors' offer of a series free health checks, until the end of November. To find out more or to book a check, call 0800 852 1234.

Don't be a pudding, have some fun!

Santa's Pudding Factory opens at Marlowes shopping centre on Sunday. Giant puddings, spoons and bowls will decorate the centre, while shoppers will meet characters including Mrs Christmas and the Pudlett Elves.

Medical director is appointed

A new medical director has been appointed at Herts Community NHS Trust. John Omany, a consultant in palliative medicine, has previously worked as a medical director in organisations including NHS England.

ON THE WEB



BREAKING NEWS
www.hemeltoday.co.uk

Two Waters Masterplan - Introduction

1

Welcome to the Two Waters Masterplan Public Exhibition. Dacorum Borough Council commissioned architecture practice BDP to prepare a masterplan for Two Waters. The masterplan will provide an overarching framework to guide the future development of Two Waters.

This exhibition presents initial ideas for the masterplan vision, objectives and site wide principles, and aims to gather feedback to inform the development of the masterplan.

DBC is aiming to approve the Two Waters Masterplan early in 2017 as a Planning Statement and following a review of the Council's Local Plan, adopt the masterplan as a Supplementary Planning Document. Once approved the masterplan will provide strategic and site specific principles to guide the design of future development and identify focused improvements for the area as a result of any local development.

BACKGROUND

- Planning policy requires the Council to significantly increase the delivery of housing in the borough. One of the ways the Council is aiming to meet housing targets is through the redevelopment of key sites within Two Waters.
- Two Waters has been subject to growing developer interest. Without a masterplan, Two Waters is at risk of developing in a piecemeal fashion, where sites maximise development and fail to contribute positively to the wider area.
- A significant amount of work has already been undertaken to understand how Two Waters functions, identify development opportunities, and outline a vision for the area. This has included:
 - The Two Waters Strategic Framework (November, 2015)
 - The Hemel Hempstead Station Gateway Feasibility Study (December, 2010)
 - Two Waters Open Space Feasibility Study (October, 2010)
- The Two Waters Strategic Framework identifies opportunities and a vision for development, in addition to high level principles to guide development across the study area as a whole.
- The Two Waters Masterplan now seeks to build on the Framework in consultation with the local community to develop detailed guidance on the form of development.



Box Moor Common



Two Waters Road



HOW TO GET INVOLVED

The initial round of consultation is now open from the 4th November to the 18th November 2016.

Please review the boards, in hard copy or alternatively online via www.dacorum.gov.uk/consultation, and fill in a questionnaire to let us know your thoughts. Please return all questionnaires via email to: regeneration@dacorum.gov.uk or post to the address below:

The Regeneration Team, Dacorum Borough Council, Civic Centre, Hemel Hempstead, Hertfordshire, HP1 1HH

KEY SITE CHARACTERISTICS:

- Located to the south of Hemel Hempstead, situated between the stations of Hemel Hempstead and Apsley, Two Waters covers an area of approximately 145 hectares.
- The site is bounded by the railway mainline from Euston to the Midlands to the south; Hemel Hempstead Station in the west; the north side of the moors to the north west; Lawn Lane and Belswains Lane to the west; and Apsley Station to the south east.
- A varied mix of land uses throughout the site, including: residential, light industrial, retail, office and community uses, together with large open recreational space and working farmland in the centre.
- High quality open space paired with a mix of architectural styles, industrial and retail uses, plays an important role in defining the area's character.
- Network of open green spaces and waterways, including the Grand Union Canal the River Gade and the River Bulbourne, which create a distinct sense of place and support ecology.



Fishing lake in the Apsley Triangle



Avenue of trees on Station Moor



River Gade at Heath Park



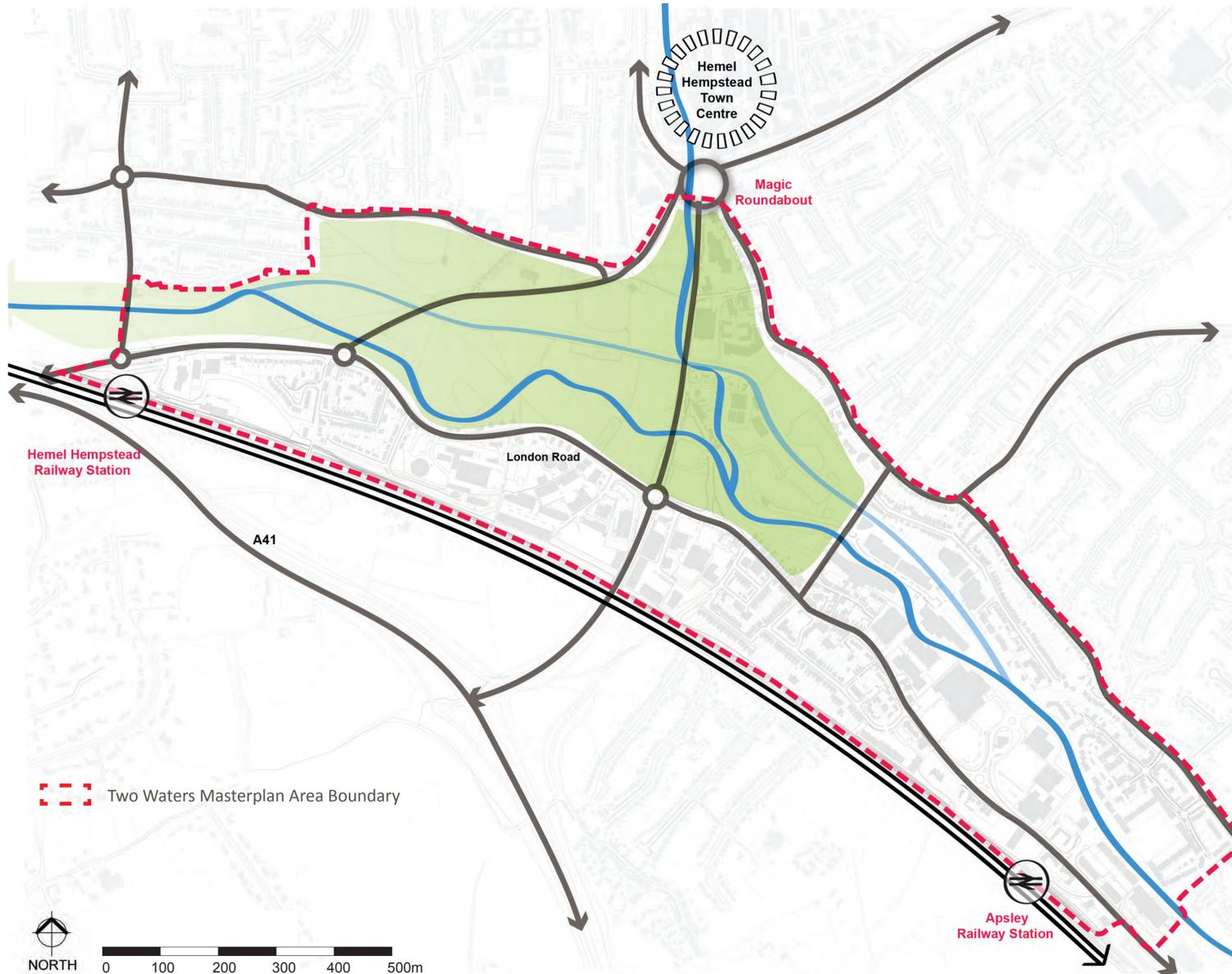
Hemel Hempstead Train Station



Plough Roundabout Car Wash



Kodak Tower, Plough Roundabout



Horses by the River Bulbourne Station Moor



Lock 64 on the Grand Union Canal, south of Heath Park



Playground off Durrants Hill Road



B&Q on Box Moor Wharf and the canal



Two Waters Road relationship to the River Gade



National Grid Site



London Road towards Apsley Station Local Centre



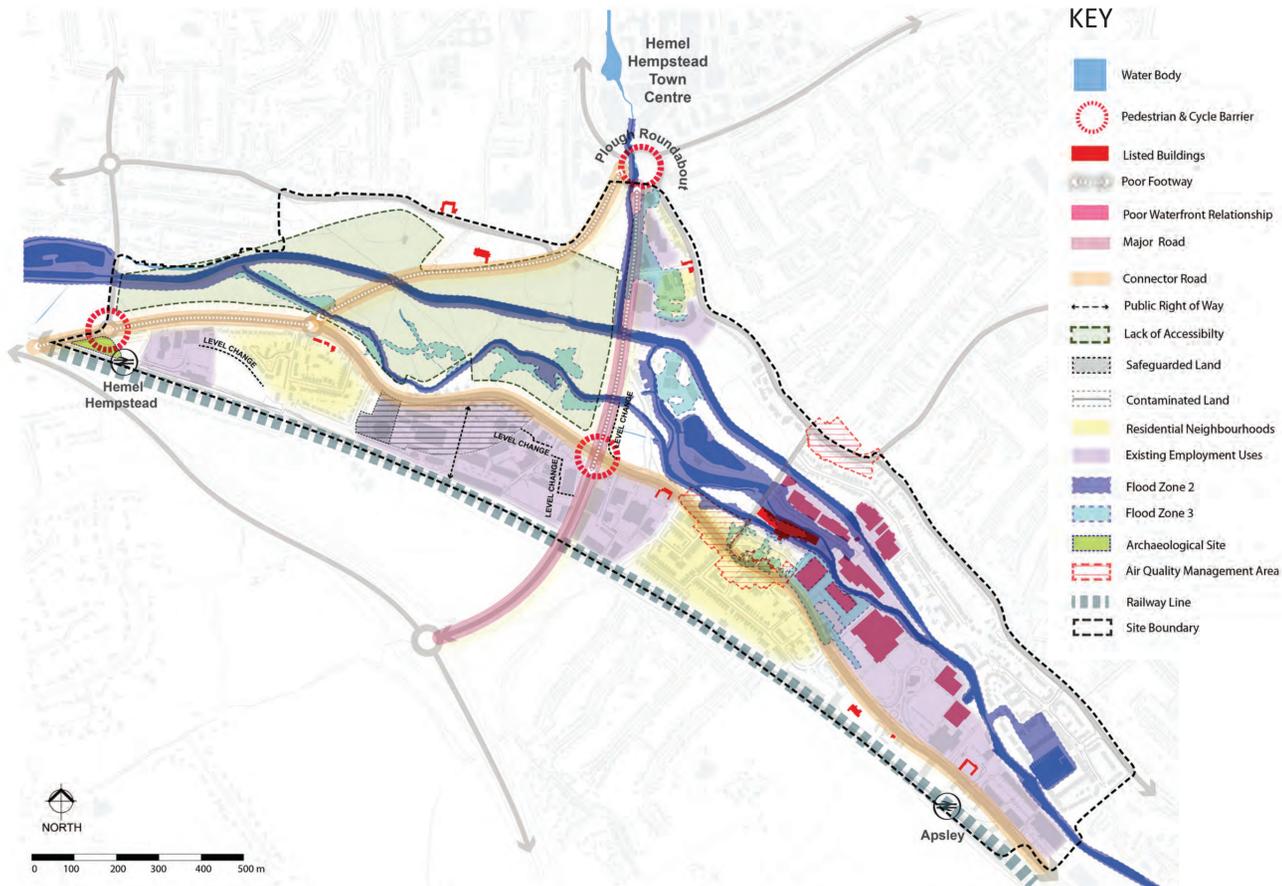
London Road and Station Road Junction

It is important that the Two Waters Masterplan is based on a comprehensive understanding of the constraints and opportunities facing Two Waters. This ensures future development within the study area improves those aspects of Two Waters, which are not working well.

This board summarises the most significant constraints and opportunities facing Two Waters.

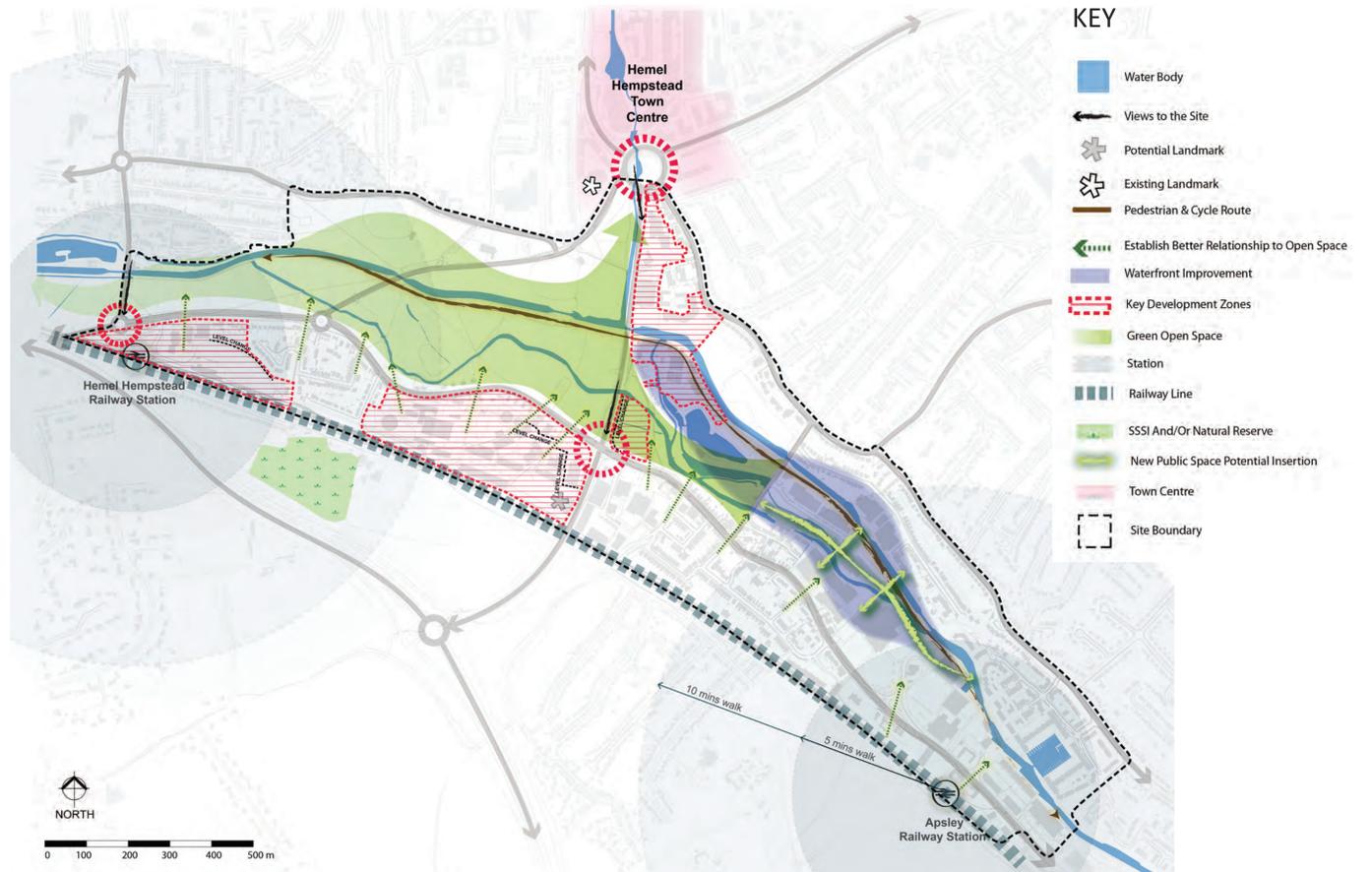
Do you agree or disagree with the constraints and opportunities below or have any suggestions as to what they should include?

CONSTRAINTS



- Barriers, such as roads, which limit pedestrian and cycle movement and connections to the town centre.
- Car dominated environment, with congestion observed during peak hours.
- Large employment and retail plots fronting London Road and Two Waters Road, which do not front onto the street and limit activity.
- Multiple land ownerships within key development sites create difficulties in bringing forward comprehensive development schemes.
- Mix of potentially conflicting land uses create issues such as noise and access.
- Mixed building types, ranging from big box retail to grade II* listed late 15th Century residential houses.
- Lack of accessibility to the Box Moor and canal towpaths.
- Poor relationship between buildings and open spaces and waterways.
- Areas within the site located in Flood Zones 2 and 3.
- Noise and air pollution caused by vehicular traffic and the railway lines.
- Existing utilities infrastructure and contamination in parts of the study area, specifically to the south of London Road will negatively impact the viability of development.
- Topography of land rising in the south, creates restrictions on the layout of development and potential for development to appear over dominate in views.
- Hemel Hempstead and Apsley rail stations are poorly connected to local services and facilities.
- Air Quality Management Areas indicate localised areas of poor air quality.

OPPORTUNITIES



- Strong transport connectivity, creates significant opportunities for sustainable mixed use development.
- Large amount of developable land located at key development sites.
- Close proximity to Hemel Hempstead town centre and the wide range of services and facilities on offer.
- Waterways provide an opportunity for walking and cycling routes alongside the water, and also good opportunity for creating a high quality waterfront environment.
- High quality open green space creates a valuable natural resource for recreation and an opportunity to connect to new open spaces delivered through development.
- An opportunity for London Road to be re-imaged and developed as an attractive street high quality street.
- The three gateways into the area (east, west and north) could be enhanced with different characters, to create a distinctive identity for each one and improve ease of movement.
- Opportunity to improve station facilities including car parking.
- Opportunity to use level differences to create lower ground levels for parking.
- Opportunity to improve sustainable travel, including pedestrian, cycling, car sharing and public transport.

Ideas for the vision and objectives of the masterplan have drawn on the Two Waters Strategic Framework and have been refined in response to further analysis and stakeholder consultation.

VISION

The proposed vision sets out the overarching aspiration for the future of Two Waters:

“Two Waters will become home to thriving well connected sustainable neighbourhoods, integrated with high quality accessible open space, rivers and Grand Union Canal. A clear movement network will enhance connectivity through the space and from key movement gateways such as the stations and A41 to key focal points including the town centre and Maylands Business Park. New high quality development will take account of existing context, and enhance and respect surrounding neighbourhoods.”

Do you agree or disagree with the vision and objectives below or have any suggestions as to what they should include?

OBJECTIVES

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles:

1 Provide a Sustainable Mix of Land Uses

Increase and diversify housing development, whilst ensuring existing viable land uses are safeguarded and a sustainable mix of employment, retail, service and community opportunities are provided to cater for an increased population and reduce the need to travel.

2 Complement Neighbouring Centres

Development of Two Waters needs to complement the roles of neighbouring centres in terms of its retail, commercial and housing offer, including Hemel Hempstead town centre, Felten, Apsley, Boxmoor, Bennets End and Corner Hall.

3 Respect the Identity of Two Waters' Character Areas

Two Waters benefits from a distinctive and unique mix of architectural styles and characters. New development should respect and complement the existing mix, scale and design; and reinforce Two Waters' identity.

4 Open up and Enhance a Network of Natural Assets

New development needs to encourage the use of Two Waters' green open space and water ways by improving the quality of and access to the moors, the rivers and the Grand Union Canal, whilst respecting their ecological and agricultural roles and responding to issues of flood risk.

5 Enhance and Better Reveal Two Waters' Heritage and Landmarks

Two Waters benefits from a number of nationally and locally listed heritage assets, and landmarks, including buildings in the Corner Hall neighbourhood. These assets should be better revealed and treated sensitively, to contribute to Two Waters' sense of place.

6 Ensure a Deliverable Masterplan

Encourage viable and deliverable development with an appropriate mix of land uses, which avoids adverse impacts on the local transport networks.

7 Create and Connect Destinations

Develop a clear and legible sustainable movement network, which prioritises sustainable modes of travel, enhances the public realm and connects and creates new attractions.

8 Ensure Existing and New Development Work Together

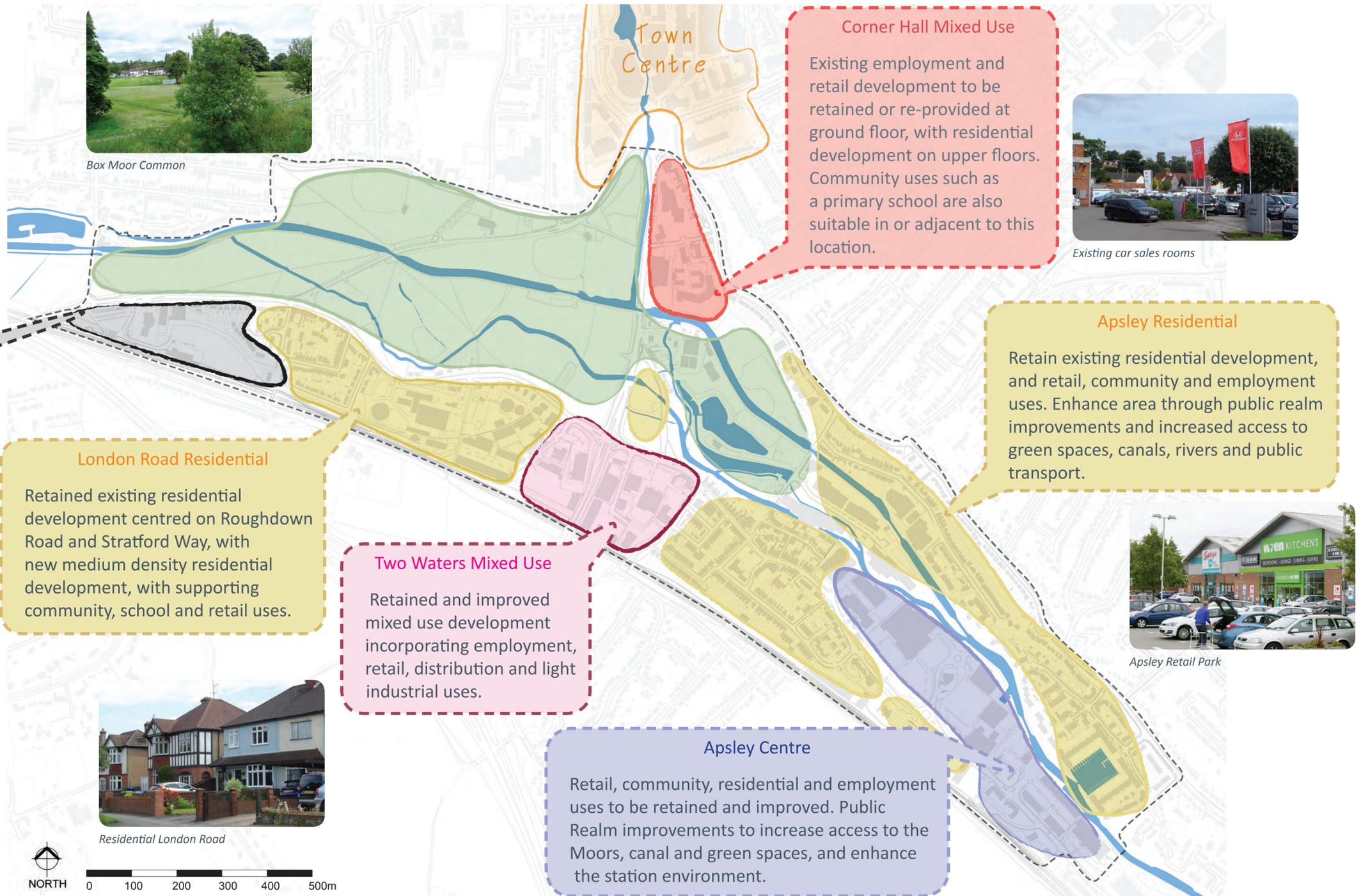
Guide the development of individual development sites to integrate with existing and proposed development, and contribute to site wide improvements such as roads and schools.



This board sets out the initial ideas for the broad distribution of land uses across Two Waters.

Do you agree or disagree with the principles below or have any suggestions as to what they should include?

- **Mixed Uses** - deliver mixed use development across Two Waters, which includes residential, office, employment, retail, school and community uses, whilst safeguarding or relocating existing viable land uses.
- **Accessibility** – focus active uses such as retail, business, leisure and community uses where they are most accessible.
- **Commercial Offer** – differentiate Two Waters’ commercial offer to complement that of the Hemel Hempstead town centre and other local centres.



This board sets out the initial ideas for the site wide design principles.

Do you agree or disagree with the principles below or have any suggestions as to what they should include?

Gateways

Gateways should be highlighted specifically at the Plough Roundabout, Hemel Hempstead Station, Apsley Station and the A4251/A414 crossroads.

Waterside Development

Development located adjacent to the canals and rivers should open up to the waterways to create a high quality sense of place and amenity.

Topography

Development should carefully consider and benefit from the varied topography across the study area, this includes using changes in levels to accommodate building height, and avoid over dominate forms of development.

Mixed Architectural Style

Future development should create visual interest through a mix of architectural styles, including existing character and contemporary design.

Enhance London Road

Reduce the dominance of cars on London Road through an enhanced public realm and development, which provides active frontages and benefits from the adjacency to the Moors.

Building Heights

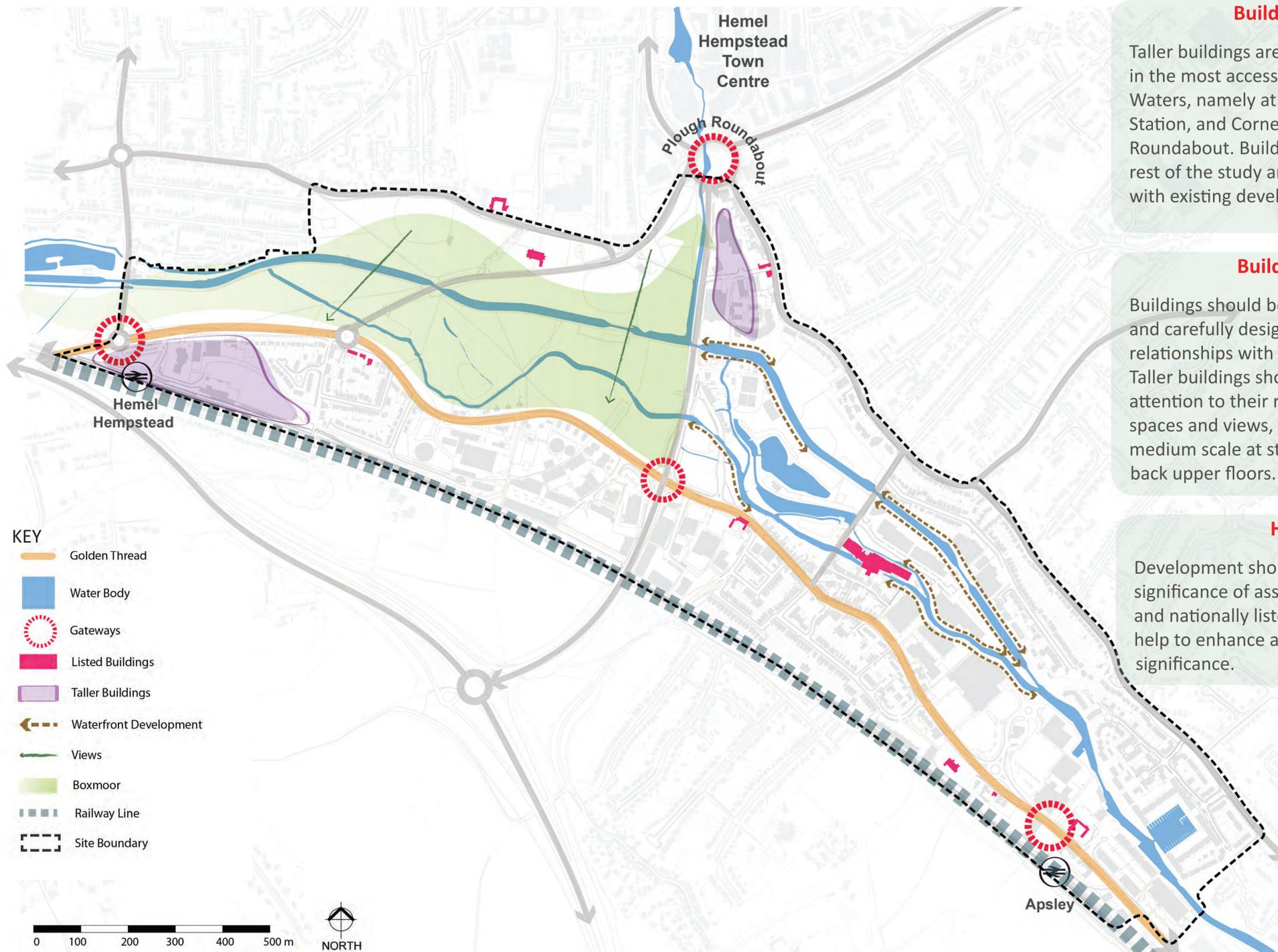
Taller buildings are most appropriate in the most accessible locations in Two Waters, namely at Hemel Hempstead Station, and Corner Hall fronting the Plough Roundabout. Building heights across the rest of the study area should be in keeping with existing development.

Building Design

Buildings should be of the highest quality and carefully designed to form appropriate relationships with existing development. Taller buildings should pay particular attention to their relationship with open spaces and views, and retain a low to medium scale at street level by stepping back upper floors.

Heritage

Development should respect the heritage significance of assets, including locally and nationally listed buildings, and help to enhance and better reveal their significance.



Two Waters Masterplan - Open Space & Sustainability Principles

This board sets out the initial ideas for the site wide open space and sustainability principles.

Do you agree or disagree with the principles below or have any suggestions as to what they should include?

Box Moor

Development should actively encourage the use of and sensitively improve access to the moors as the heart of Two Waters. Green links should connect Box Moor to future and existing development, whilst being sensitive to the various roles of the moors as an amenity space, leisure space, and working farmland.

Network of Green and Blue Spaces

Create and connect a series of green open spaces, supported by high quality public realm, which is human in scale and relate well to their context. These spaces should also increase access to blue infrastructure by improving towpaths and providing activities and open spaces to enjoy along the two rivers and canal.

Ecology

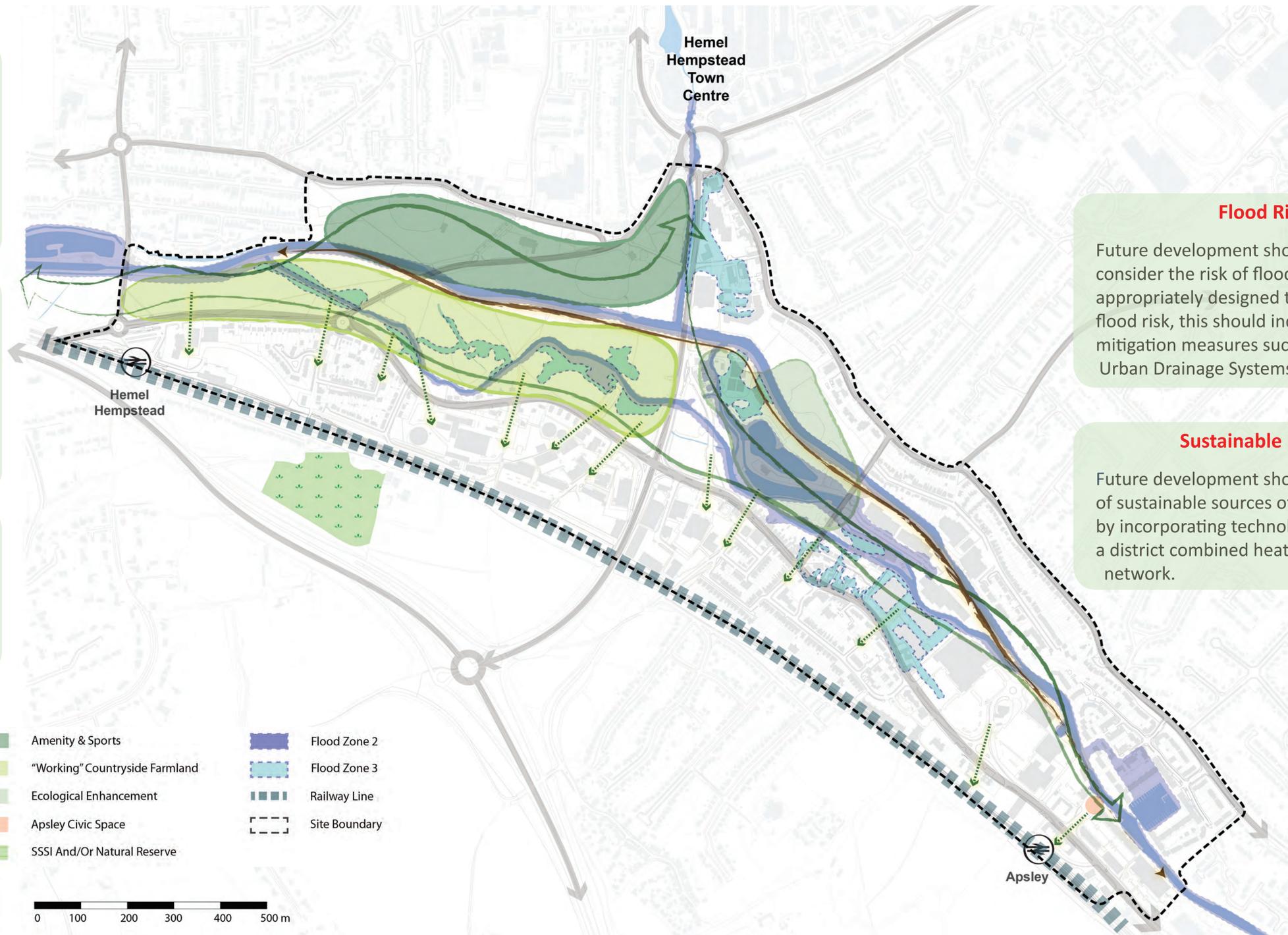
Enhance green and blue infrastructure through a net increase in trees and planting. There is a significant opportunity to provide ecological enhancements to the east of Two Waters Road and north of London Road.

Flood Risk

Future development should carefully consider the risk of flooding, and be appropriately designed to reduce flood risk, this should include suitable mitigation measures such as Sustainable Urban Drainage Systems.

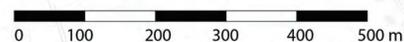
Sustainable Energy

Future development should ensure use of sustainable sources of heat and energy by incorporating technologies such as a district combined heat and power network.



KEY

- | | | | | | |
|--|------------------------|--|--------------------------------|--|---------------|
| | Water Body | | Amenity & Sports | | Flood Zone 2 |
| | Green Spaces | | "Working" Countryside Farmland | | Flood Zone 3 |
| | Open Space Enhancement | | Ecological Enhancement | | Railway Line |
| | Pathway Improvement | | Apsley Civic Space | | Site Boundary |
| | | | SSSI And/Or Natural Reserve | | |



This board sets out the initial ideas for the site wide transport and movement principles.

Do you agree or disagree with the principles below or have any suggestions as to what they should include?

Sustainable Transport Network

Future development should provide localised improvements to the highways network and reduce the use of single occupancy vehicles through encouraging car sharing and the use of public transport, cycling and walking.

Public Transport

Deliver an effective public transport priority route between Hemel Hempstead Station, the town centre and Maylands.

Travel Plan

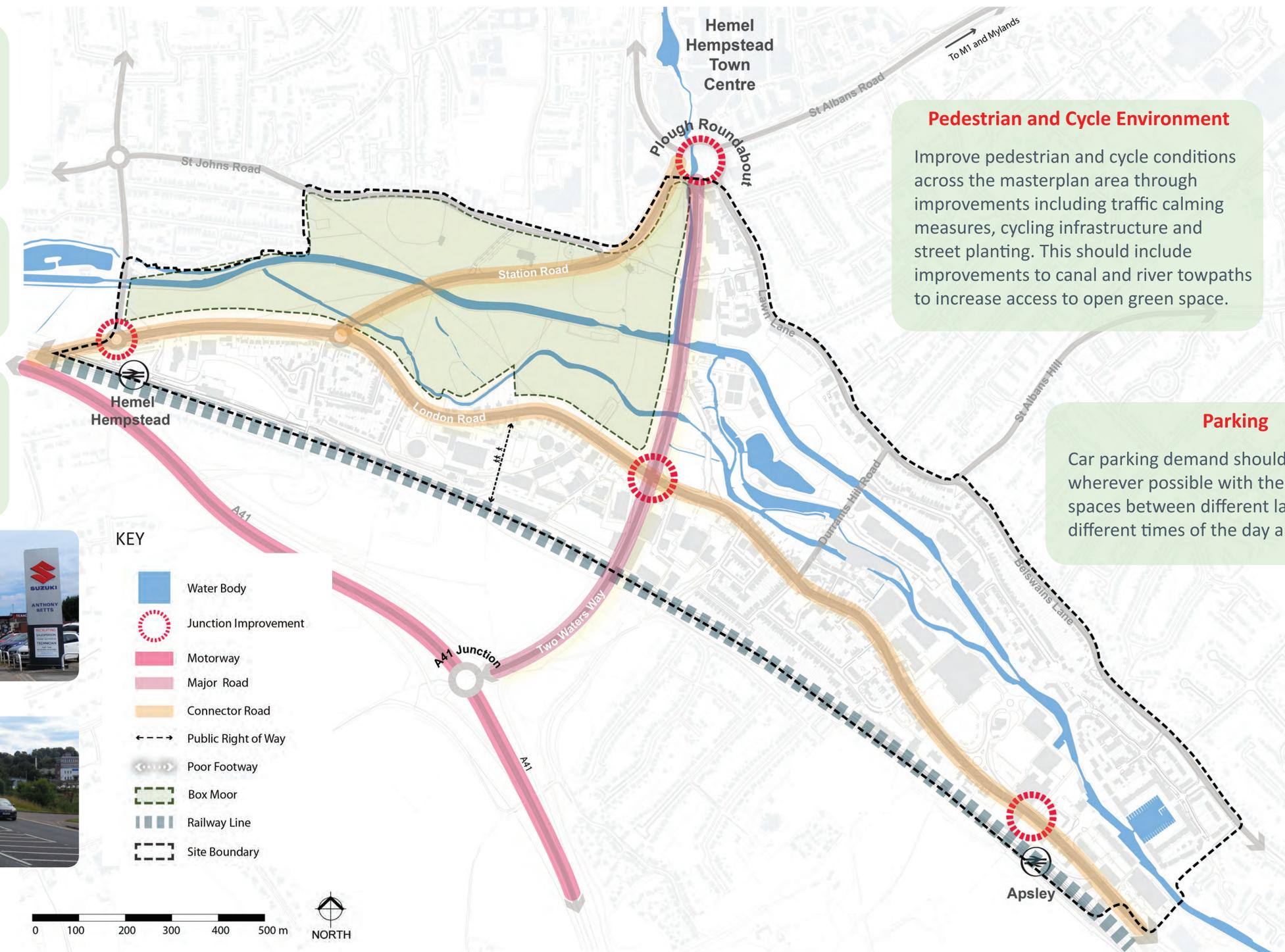
Individual developments will be supported by a travel plan to encourage sustainable travel such as public transport, cycling, walking and car sharing.

Pedestrian and Cycle Environment

Improve pedestrian and cycle conditions across the masterplan area through improvements including traffic calming measures, cycling infrastructure and street planting. This should include improvements to canal and river towpaths to increase access to open green space.

Parking

Car parking demand should be minimised wherever possible with the sharing of spaces between different land uses at different times of the day and week.



Station Road



London Road

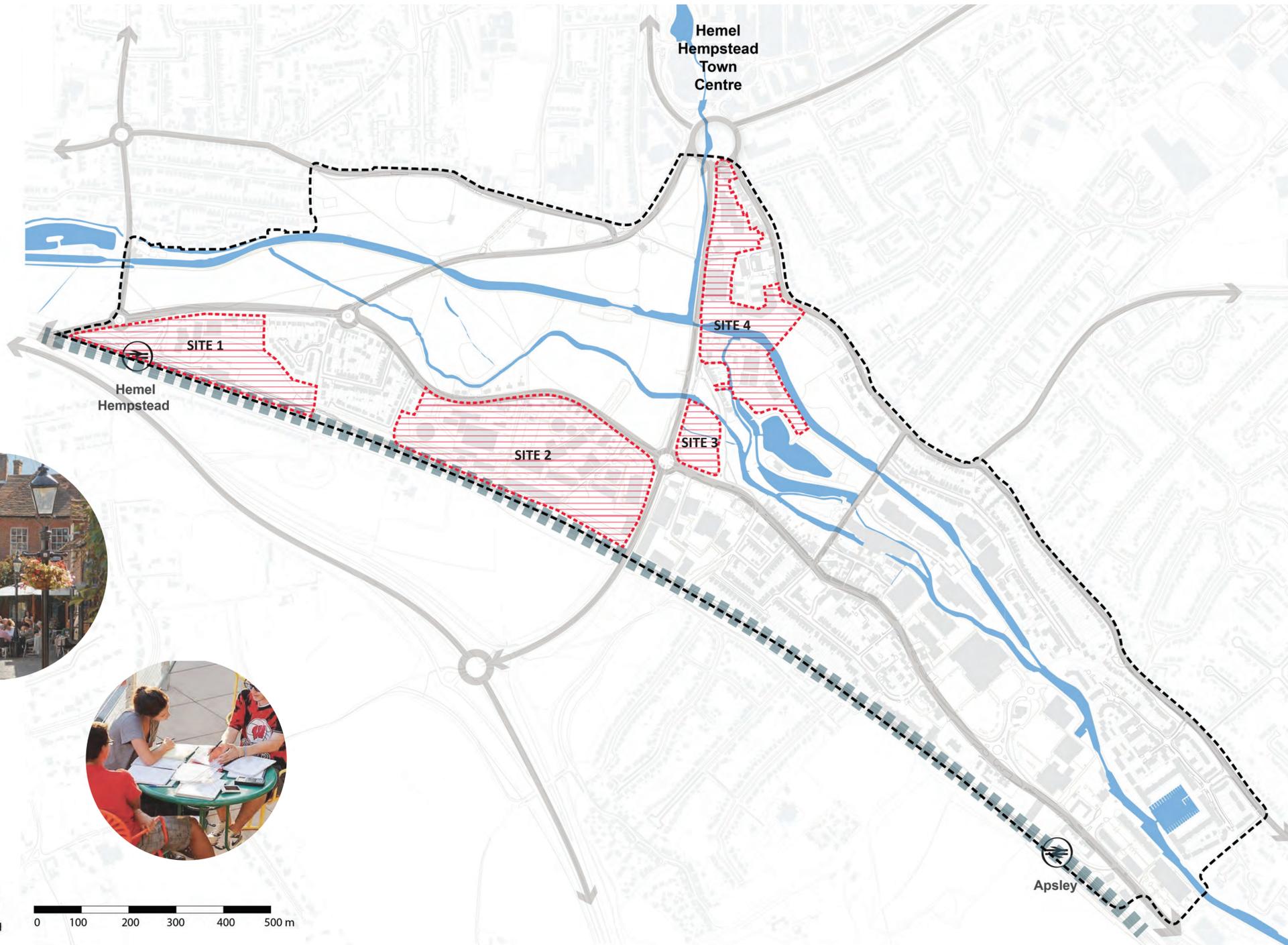


Plough Roundabout



Two Waters Way

This board identifies the key development sites, which will be the focus of development within the Two Waters Masterplan. The sites have been identified in areas where landowners have expressed an interest in developing their site, or there is a strategically important opportunity to provide improve the area through high quality development and infrastructure.



During the next stage in preparing the masterplan we will be working up detailed proposals for each of the key sites to identify appropriate and viable capacities and develop a set of detailed design guidance to ensure high quality developments.



What do you think works well and what does not work well for each of the key sites?

What type of development would you like to see at each of the key sites?

Appendix 2:

Publicity for Round 1 Consultation

Notice of consultation published on Wednesday 2nd November 2016 in the Gazette



Planning and Compulsory Purchase Act 2004

NOTICE OF CONSULTATION ON THE TWO WATERS MASTERPLAN

Dacorum Borough Council is at the initial stages of preparing a masterplan for Two Waters; the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. This follows on from the adoption of the Two Waters Strategic Framework by Cabinet in November 2015.

The Masterplan will help ensure that development and changes in the area including housing, business, open space, transport and community services are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future. It is envisaged that this Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

You are invited to attend one of our drop-in sessions on:

- **Friday 4 November 4.00pm – 8.00pm, Apsley Community Centre and**
- **Saturday 5 November 11.00am – 3.00pm, St John's Church Hall, Boxmoor**

An online questionnaire will also form part of this consultation and will be on the Council's website www.dacorum.gov.uk from 4 November. The closing date for comments on this consultation is 18 November.

Two further consultations are planned for early 2017 comprising a focussed workshop for interested parties in January and a 4-6 week online consultation on the draft Masterplan document later in the year.

For more information visit www.dacorum.gov.uk/regeneration, email regeneration@dacorum.gov.uk, call 01442 228000 and ask for Regeneration

Poster displayed at Community Centres, libraries, Sports Space, noticeboards in the Two Waters area and local businesses who agreed to display it in their shop windows (See next page). This was also circulated to the local schools and businesses to display/circulate to parents, staff and customers (See next page).



Two Waters Masterplan Consultation

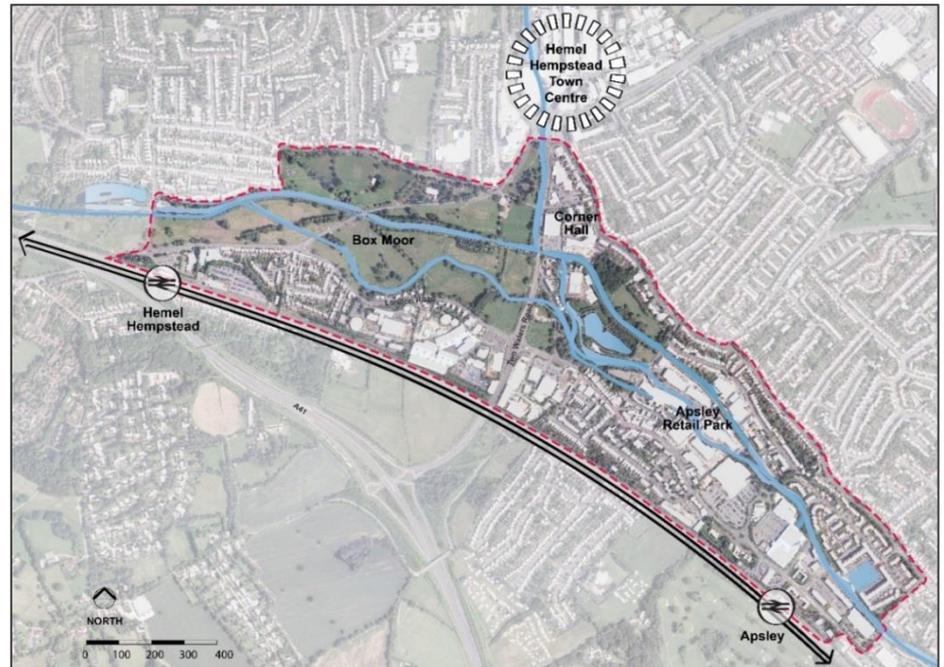
Help shape future development

You are invited to attend one of our drop-in consultations on:

Friday 4 November 2016
4pm – 8pm
Apsley Community Centre

Saturday 5 November 2016
11am – 3pm
St John's Church Hall, Boxmoor

Dacorum Borough Council is preparing a Masterplan for Two Waters; the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. The masterplan will help ensure future development is planned in the best possible way.



During the event you will have an opportunity to:

- Feed in to future development in Two Waters
- Meet Dacorum Borough Council officers and the consultants creating the Masterplan

For more information visit www.dacorum.gov.uk/regeneration

Email regeneration@dacorum.gov.uk

Call 01442 228000 and ask for Regeneration

BDP.

Press release

Help shape the future of your town

Have your say on development around the Two Waters area in Hemel Hempstead.

Dacorum Borough Council is preparing a masterplan for the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station.

The masterplan will help ensure future development is planned in the best possible way.

The council is holding drop in consultation events where residents will have an opportunity to:

- Feed in to future development in Two Waters
- Meet Dacorum Borough Council officers and the consultants BDP who are creating the masterplan

Cllr Graham Sutton, Portfolio Holder for Planning and Regeneration said: "In 2015 the Two Waters Strategic Framework was created to help guide and create a clear vision for the area. We are now taking this work a step further to create a masterplan for key development sites within the site area and development principles for the wider area. We will be holding two public consultation events and would like to invite all interested members of the public to attend. Both events will be drop-in sessions and the public will have the opportunity to provide input to shape the development of the masterplan."

The consultations will be held:

Friday 4 November 2016: 4pm – 8pm at Apsley Community Centre, London Road, Apsley, Hemel Hempstead, HP3 9SB.

Saturday 5 November 2016: 11am – 3pm at St John's Church Hall, Boxmoor, Station Road, Hemel Hempstead, HP1 1JY.

An online questionnaire will also form part of this consultation. This questionnaire will be available at: www.dacorum.gov.uk from 4 November – 18 November.

Two further consultations are planned for early 2017, a focussed workshop for interested parties in January and a 4-6 week online consultation on the draft masterplan document later in the year.

NEWS

DEVELOPMENT

Have your say on 'new neighbourhood' plan

By The Mirror
 An independent
 analysis of the
 plan's impact

New homes, shops and offices will add to the 'working, well connected, and sustainable' neighbourhood of The Waters at the edge of the city.

The plan for a new residential development at the edge of the city has been approved by Thurrock Borough Council to create a vision for the site.

The Waters covers the 30 hectares between Brents Bridge and the existing water station, north of the A102 and stretches as far as the main railway line to the south.

The plan includes plans to build houses, shops and offices to create a new neighbourhood.

Architects for the plan

"It has been subject to a rigorous development plan, but it is a mix of developing a residential focus, where new houses are developed and will be built to high standards of quality."

There are a number of features highlighted as part of the plan. This includes striking a balance between a mix of building types for different uses and ensuring the site is well connected.

Existing roads and infrastructure are also considered, as is a mix of accommodation for different types of people.

However, the plan is intended to be a mix of the new, because they believe the site has a great potential.

George, the plan is to create a mix of housing, shops and offices to create a new neighbourhood.

And there is a mix of

to 'improvement facilities including parking'.

There is also an opportunity to be taken from the site to be developed as a sustainable neighbourhood.

The plan is a mix of different types of buildings, and will be working up detailed proposals for each of the key areas to identify appropriate uses and opportunities and drawing a set of detailed design guidelines to ensure high quality development.

Thurrock Borough Council is asking to approve the Waters development as a mix of different types of buildings, and will be working up detailed proposals for each of the key areas to identify appropriate uses and opportunities and drawing a set of detailed design guidelines to ensure high quality development.

Once approved, the master plan will be published and a copy will be made available to the public. View the plan at www.thurrock.gov.uk/development, and email your thoughts to development@thurrock.gov.uk



View the plan at www.thurrock.gov.uk/development

MAINTENANCE

Highways plan cleans 50,000th road sign

A countrywide road programme has been launched to clean 50,000th road sign since being first launched in April.

The County Council is funding a 12-month scheme involving 100 signposts in 100 different locations across the county.

By spring next the plan is to have cleaned 10,000th signposts, a total of 14,000 signposts, improved 10,000th signposts, and cleaned 10,000th signposts.

The plan is a mix of different types of buildings, and will be working up detailed proposals for each of the key areas to identify appropriate uses and opportunities and drawing a set of detailed design guidelines to ensure high quality development.

For more information about the highway road, visit www.thurrock.gov.uk/roads



Splashing out at One Stop

Mark Forster, Britain's most decorated polo player, was at the launch of the new One Stop Doctors mobile unit. The new One Stop mobile was presented to the One Stop Doctors unit at the end of November. For further information visit www.onestopdoctors.co.uk

Don't be a putterer, have some fun!

Swire's exciting new range of flights is now open to book. Don't putter, go and have some fun. The new Swire website will have a lot to offer, including the Swire website and the Swire website.

Medical director is appointed

A new medical director has been appointed to the One Stop Doctors mobile unit. The new medical director will be working with the One Stop Doctors mobile unit and the One Stop Doctors mobile unit.

One Stop Doctors

One stop for all your private healthcare needs

New One Stop Doctors, Brents Bridge Road, RP2 7YU

Call us today on 0800 852 3234
 or find out more at onestopdoctors.co.uk

Next to you, that's what we're about!

Social Media coverage



I'm voting
#Hemel
#GBHighSt



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1 hr · 

Come along and have your say on development around Two Waters area in Hemel Hempstead.

The consultations will be held:
Friday 4 November 2016: 4pm to 8pm at Apsley Community Centre, London Road, Apsley, Hemel Hempstead, HP3 9SB
Saturday 5 November 2016: 11am to 3pm at St John's Church Hall, Boxmoor, Station Road, Hemel Hempstead, HP1 1JY <https://goo.gl/2tRfnf>





Dacorum Council @DacorumBC · 2h

Come along to and have your say on development around Two Waters area in Hemel Hempstead goo.gl/BbhxFT



Slide played on Hemel Hempstead Town Centre large screen television for two weeks prior to consultation events



Two Waters Masterplan Consultation

Dacorum Borough Council is preparing a Masterplan for Two Waters, the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station

You are invited to attend one of our drop-in consultations on:

**Friday 4 November 2016
4pm – 8pm
Apsley Community Centre**

**Saturday 5 November 2016
11am – 3pm
St John's Church Hall, Boxmoor**

Copy of letter to stakeholders including statutory consultees, local businesses and stakeholders



Date: 24 October 2016
Your Ref: TW Consultation Nov 2016
Our Ref: TW Consultation Nov 2016
Contact: Regeneration
Email: Regeneration@dacorum.gov.uk
Directline: 01442 228000

[Type address here]



Civic Centre
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1SP

Telephone: 01442 228000
www.dacorum.gov.uk
DX 3524 Hemel Hempstead
Direct callers: Text Relay:
18001 + 01442 228000

Dear Sir/Madam,

Consultation on the Two Waters Masterplan

Dacorum Borough Council is at the initial stages of preparing a masterplan for Two Waters, the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. This follows on from the adoption of the Two Waters Strategic Framework by Cabinet in November 2015.

The Masterplan will help ensure that development and changes in the area including housing, business, open space, transport and community services are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town, fit for the future. It is envisaged that this Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan 2019.

You are invited to attend one of our drop-in sessions on:

- Friday 4 November 4.00pm - 8.00pm, Apsley Community Centre and
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An online questionnaire will also form part of this consultation and will be available on the Council's website www.dacorum.gov.uk from 4 November. The closing date for the comments on this consultation is 18 November.

Two further consultations are planned for early 2017 comprising a focussed workshop for interested parties in January and a 4 – 6 week online consultation on the draft Masterplan document later in the year.

For more information visit www.dacorum.gov.uk/regeneration, email regeneration@dacorum.gov.uk, call 01422 228000 and ask for Regeneration.

Yours sincerely

Nathalie Bateman
Team Leader – Strategic Planning and Regeneration



Dacorum
Look no further

Emails to Hemel Hempstead Business Ambassadors

From: Gary Stringer

Sent: 25 October 2016 12:04

Subject: Hemel Hempstead Business Ambassadors - You are invited to attend the Two Waters Masterplan Consultation

Dear Ambassadors

Help shape the future of your town

Have your say on development around the Two Waters area in Hemel Hempstead.

Dacorum Borough Council is preparing a masterplan for the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station.

The masterplan will help ensure future development is planned in the best possible way.

The council is holding drop in consultation events where residents will have an opportunity to:

- Feed in to future development in Two Waters
- Meet Dacorum Borough Council officers and the consultants BDP who are creating the masterplan

Cllr Graham Sutton, Portfolio Holder for Planning and Regeneration said: "In 2015 the Two Waters Strategic Framework was created to help guide and create a clear vision for the area. We are now taking this work a step further to create a masterplan for key development sites within the site area and development principles for the wider area. We will be holding two public consultation events and would like to invite all interested members of the public to attend. Both events will be drop-in sessions and the public will have the opportunity to provide input to shape the development of the masterplan."

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An online questionnaire will also form part of this consultation. This questionnaire will be available at: www.dacorum.gov.uk from 4 November – 18 November.

Two further consultations are planned for early 2017, a focussed workshop for interested parties in January and a 4-6 week online consultation on the draft masterplan document later in the year. I will of course keep you updated on these consultations.

The events are drop-in events, so you don't need to confirm or decline your attendance. If you would like any more information, please don't hesitate to contact me.

Thanks and best wishes

Gary

Gary Stringer

Place Manager

Hemel Hempstead Business Ambassadors

Tel 01442 228808



Hemel Hempstead – A place you can do business

From: Gary Stringer

Sent: 31 October 2016 11:02

Subject: Hemel Hempstead Business Ambassadors - Maw Whitlock, The Great British High Street Awards and Two Waters Masterplan

Dear Ambassadors

Max Whitlock

Olympic double gold medallist Max Whitlock entertained crowds in his hometown at an event to celebrate his success at the Rio Olympic Games.

On Wednesday 26th October hundreds of people turned out to see Max perform a routine on Hemel Hempstead's town centre Rainbow Stage.

Max, who won two gold medals and a bronze at the Rio Olympics, then attended a special meeting of Dacorum Borough Council where he was made a Freeman of the Borough of Dacorum in recognition of his achievements.

His performance can be seen at <http://www.bbc.co.uk/news/uk-england-beds-bucks-herts-37788508>

The Great British High Street Awards

A reminder also to vote for Hemel Hempstead in 'The Great British High Street of the Year Awards 2016'. You, and your staff can vote every day at the following link.

<http://thegreatbritishhighstreet.co.uk/finalist-town-centre>

Hemel Hempstead's high street has been named alongside Banbury and Blackburn as one of the top 3 in the 'best town' category, out of a record 900 entries across all categories. This in itself is a fantastic achievement. Please encourage your staff to vote daily so that Hemel Hempstead can bring home this prestigious award.

Two Waters Masterplan

You are also invited to attend the Public Consultation on development around the Two Waters area in Hemel Hempstead.

Dacorum Borough Council is preparing a masterplan for the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station.

The masterplan will help ensure future development is planned in the best possible way.

The council is holding drop in consultation events where residents will have an opportunity to:

- Feed in to future development in Two Waters
- Meet Dacorum Borough Council officers and the consultants BDP who are creating the masterplan

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An online questionnaire will also form part of this consultation. This questionnaire will be available at: www.dacorum.gov.uk from 4 November – 18 November.

If you're not already doing so, please follow the Business Ambassadors on Twitter @Invest_in_Hemel and on Linked In. Remember to send me your news stories and Press Releases so that we can share our great local news.

Thanks and Best wishes

Gary Stringer

Ambassador Place Manager

Hemel Hempstead Business Ambassadors

Maylands Business Centre, 10 Redbourn Rd, Hemel Hempstead, HP2 7BA

Tel: -01442 228808

Email: - Gary.Stringer@hhba.work



Hemel Hempstead – A place you can do business

From: Michelle Anderson

Sent: 20 October 2016 11:41

To: Councillors Group

Cc: Member Support Mailbox; Emma Cooper; Shalini Jayasinghe; Nathalie Bateman; James Doe

Subject: Two Waters Masterplan Consultation

Dear Members,

TWO WATERS MASTERPLAN CONSULTATION WITH RESIDENTS

Following on from the adoption of the Two Waters Strategic Framework by Cabinet in November 2015, we have commissioned consultants BDP to develop a masterplan for the Two Waters area.

Two Waters has recently attracted a lot of attention from developers and investors. The Masterplan will help ensure that development and changes in the area including housing, business, open space, transport and community services are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future. It is envisaged that this Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) as part of the review of the new Dacorum Local Plan around 2019.

As part of the development of the Masterplan, the Council, with support from BDP, will be undertaking two drop-in public consultation sessions to allow the public the opportunity to feed-in at the initial stages of the process:

- Friday 4th of November at Apsley Community Centre, 4.00pm – 8.00pm; and
- Saturday 5th of November at St John's Church, Boxmoor, 11.00am – 3.00pm.

Publicity for these sessions will be going out soon.

An online questionnaire will also form part of this consultation – this will be available from 4th November – 18th November.

Two further consultations are planned for early 2017, a focussed workshop for interested parties in January and a 4-6 week online consultation on the draft Masterplan document. The consultation in November will be advertised widely next week in the local newspaper, railway stations, local community hubs, noticeboards, libraries, schools, neighbourhood networks and social media together with letters to statutory stakeholders.

I would like to invite you to join us at one or both of the drop-in sessions above on the 4th and 5th of November to share your thoughts on the proposals and hope that you will take the opportunity to speak to the public as well.

If you have any queries please do not hesitate to contact me.

With best wishes,

James Doe
Assistant Director – Planning, Development and Regeneration
Dacorum Borough Council
Civic Centre
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Email to the Dacorum Online Consultation Panel

From: Have Your Say

Sent: 07 November 2016 15:38

Subject: Dacorum Borough Council's Online Email Group

Dear resident

A big welcome to all our new members, and a big thanks to existing members for their continued participation in the group, as your input helps us make informed decisions.

Have a couple of things that may be of interest to you this week..... remember there is never any obligation to complete any of our consultations.

Two Waters Masterplan

Have your say on development around the Two Waters area in Hemel Hempstead. We are preparing a masterplan for the area between Apsley railway station, the Plough roundabout and Hemel Hempstead station, which will ensure future development is planned in the best possible way. If this topic appeals to you please complete the survey [here](#) .

Please ignore if this topic is of no interest to you. If you have any queries about this specific consultation, please email emma.cooper@dacorum.gov.uk

The Great British High Street Award

Hemel Hempstead has been named as one of the country's best high streets by being shortlisted in the third annual Great British High Street competition.

After making the top three in the 'best town centre' category, it now needs your votes to be crowned champion.

Between now and 18 November you can cast your vote every day for free

www.thegreatbritishhighstreet.co.uk.

Many thanks and best wishes Claire, (p.s. If you would like to be removed from the consultation email list, just drop me a line at haveyoursay@dacorum.gov.uk with the email address you originally registered with, and I will remove you from the list)

Statutory consultees informed of consultation

| Statutory Consultees |
|--|
| DBC Members |
| Highways England |
| National Health Service Executive (NHSE) |
| Natural England Consultation Service |
| Network Rail |
| Hertfordshire County Council |
| Aylesbury Vale District Council |
| Bedford Borough Council |
| Broxbourne Borough Council |
| Bucks County Council |
| Canal & River Trust |
| Chiltern District Council |
| East of England Strategic Health Authority |
| Environment Agency |
| Hertfordshire Constabulary |
| Hertfordshire County Council |
| Hertfordshire County Council |
| Hertfordshire County Council, Hertfordshire Property |
| Hertfordshire Highways (HCC) |
| Hertfordshire Local Enterprise Partnership |
| Herts Valley Clinical Commissioning Group |
| Hertsmere Borough Council |
| Historic England |
| Luton Borough Council |
| Milton Keynes Council |
| National Grid |
| National Health Service Executive (NHSE) |
| Network Rail |
| North Hertfordshire District Council |
| Sport England |
| St Albans City & District Council |
| Stevenage Borough Council |
| Three |
| Vodafone and O2 |
| Watford Borough Council |
| Welwyn Hatfield Borough Council |
| Berkhamsted Town Council |
| Bovingdon Parish Council |
| Chipperfield Parish Council |
| Flamstead Parish Council |
| Kings Langley Parish Council |
| Little Gaddesden Parish Council |

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|---------------------------------------|
| Markyate Parish Council |
| Nash Mills Parish Council |
| Nettleden & Potten End Parish Council |
| Tring Town Council |
| Wigginton Parish Council |

Local businesses that were sent a letter about the consultation

| Name of business |
|-----------------------------------|
| Eckoh |
| Eurocolour |
| HSS Hire |
| Discount Tyres and Exhaust Centre |
| Topps Tiles |
| Sallys |
| Ats Euromaster |
| Arriva The Shires |
| Arriva The Shires |
| Pets at Home |
| Staples |
| Halfords |
| Mcdonalds |
| David Lindon and Co |
| The Nutz Cutz |
| Unicorn Dry Cleaners |
| Hemel Copy Print Ltd |
| Mr Clutch |
| Dragon Fireplaces |
| Clements Estate Agents |
| IQ Plus |
| Lincoln House Surgery |
| Apsley Dental Practice |
| Hemel Chiropractor Clinic |
| London Road Dental Practice |
| Bond Link |
| The Oddfellow Arms |
| Utopia Signs |
| Apsley Tyres |
| A.G Hipgrave Ltd |
| AG Hipgrave |
| CML Kitchens |
| Kingfisher tapes |
| Bourne End Motor Services |
| K2 Balti House |
| Brayley Honda |

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| STS Tyre Pros |
| Aldi UK |
| Anthony Betts Motor Group |
| The Mallard, Harvester |
| Tow B Fab |
| Max Powder |
| Apsley Tyres |
| Apsley Controls Limited |
| Industrial Floorcare Machines (UK) |
| Janitorial Warehouse Ltd |
| Clean Well Pressure Washers Ltd |
| Mechanix Direct |
| Sainsburys |
| Shell Garage |
| Dunelm |
| Apsley Motor Spares |
| Apple Tanning Studios |
| Gade Insurance Services |
| Apsley Chinese |
| River Spice |
| Bottle n Basket |
| Carpet Master |
| air salon |
| Apsley Fish and Chips |
| Highclere Financial Service |
| The White Lion |
| Maples Flowers |
| My body Centre |
| Classic Tattoo |
| Coral |
| Kendale Blinds |
| The Spotted Bull |
| The Party Shop |
| Libritz Stamp Shop |
| Stepping Out |
| Memorials of Distinction |
| Shaggy and Chic |
| Apsley News |
| Apsley Café |
| Forward Finance |
| Raja Tandoori |
| Micheals Barbers |
| Four Hairs Design |
| Lemongrass |
| Effeler |

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| Bourne Leisure |
| FFEI |
| Frasers |
| Furnell Transport |
| Hightown HA |
| Satelite Creative |
| Sopra Steria |
| Abode Bed and Continental |
| Regency Homes Ltd |
| My Mustard |
| Kings Langley School |
| Indigo Tree |
| Barclays |
| Eurotech Services |
| Synergy |
| MRK Associates |
| Hemel Gazette |
| Hopespare |
| Gyron Internet Ltd |
| Henkel |
| Brasier Freeth |
| JE2 |
| Aubrey Park Hotel |
| Lumiere Developments |
| Martin Brower |
| Machins Solicitors |
| Lumina Solicitors |
| Lumina Technologies Ltd |
| EIC Insurance |
| Mediation Hertfordshire |
| West Herts College |
| Ashridge Business School |
| Hospice of St Francis |
| Cobham Consulting |
| Marlowes Shopping Centre |
| Barnard and Co Employment Solutions |
| Golden Bites |
| Mari Thomas |
| People Building Ltd |
| Pitch Events |
| Spirit of the Old Town |
| Sherry Hostler Cake Artistry |
| Underwoods Solicitors |
| McDonalds |

Appendix 3:

Consultation Report Round 2 Consultation Workshops.

Two Waters Masterplan Consultation Report

Thursday 26 January 2017



Executive summary

Dacorum Borough Council (DBC) has commissioned landscape architects BDP to prepare a Masterplan to guide future development in the Two Waters area. An initial public consultation was held in November 2016, followed by a second round in January 2017. This report outlines the results of the second round workshops.

Two workshops were held on 26 January 2017: 27 people attended the morning session and 24 the afternoon session. DBC defined the five key themes to be discussed. The workshops were held in a Consultation Café format so that all participants were able to discuss each of the five topics. The groups of participants recorded their thoughts and comments on flipcharts. At the end of the workshop, the participants were asked to review all the comments on the flipcharts and to prioritise them.

The overwhelming and repeated message was that the residents wanted developments that were designed to complement the surrounding buildings. They wanted imaginative designs with the right character to create a village or community feel for the Two Waters development as a whole.

It was felt important to consider the views and vistas onto and from the moors. Green space should be protected and access opened up to Durrants Lakes.

Congestion was highlighted as a major issue in the area and there was agreement that public transport needs to be improved along with other creative solutions to ease the issue.

There was general support for Sites 1 and 2 being used for low to medium rise residential or mixed use with a family focus. Feedback emphasised the need to avoid creating dormitory areas with no community facilities. There was mixed opinion on what use should be made of Site 3. Site 4 was seen as appropriate for mixed use with taller buildings up to 17 storeys permitted next to the Plough roundabout.

The conclusion of the prioritisation exercise shows that the Masterplan must recognise the importance of providing sustainable transport. All groups agreed that excellent public transport links and pedestrian routes were needed to and from the station and town centre. A number of the participants were concerned by the existing lack of provision of car parking at the station. The participants also wished to encourage good cycle and pedestrian access to the developments. Improvements to the access given by the tow path were also deemed important.

Contents

1. Introduction from Dacorum Borough Council
2. Workshop methodology
3. Results
 - Summary of results from the Consultation Café exercise and responses from DBC
 - Conclusions recorded on the flip charts
 - Prioritisation exercise
 - In Tray contributions
4. Conclusions
5. Evaluation form responses
6. List of participants

Appendices

- A. Submissions to the consultation that were sent by email by people who could not attend the events
- B. Photographs of the Flip Chart “conclusion” sheets generated by the groups
- C. The detail of the prioritisation exercise results

1. Introduction from Dacorum Borough Council

Dacorum Borough Council (DBC) has commissioned landscape architects BDP to build on the Two Waters Strategic Framework (November 2015) and prepare a Masterplan for the Two Waters area. The Masterplan will inform emerging planning policy including the content of Dacorum's new Local Plan. The Masterplan will also guide future development in Two Waters and play an important role to ensure that development and changes in the area are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town, fit for the future. The Masterplan will be developed firstly as an informal planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan in 2019.

An initial public consultation was held in November 2016 (The report from this consultation is available at www.dacorum.gov.uk/regeneration) and the results informed further development of the masterplan.

This report outlines the results of the second round of public and stakeholder consultation which was undertaken on January 26th 2017 at Southhill Centre, Hemel Hempstead. This second round of consultation consulted public and stakeholders further on key issues that emerged from the initial public consultation. The aims of the workshop were:

- To seek solutions to address issues identified in the November consultation
- To develop key design principles outlined in the November consultation

The format of this workshop enabled participants to further explore and inform solutions to the key issues emerging from the initial round of consultation held in November 2016 which were:

- Scale and density of development
- Transport and Parking
- Open space
- Social infrastructure
- Specific issues on the above themes related to specific key development sites

The consultation workshops were facilitated by Midas Training Solutions Ltd, on behalf of Dacorum Borough Council. The report on the workshops has been written by Midas Training Solutions Ltd. with input from Dacorum Borough Council.

2. Workshop methodology

Two workshops were held on Thursday the 26th of January 2017, each lasting three hours. One took place in the morning between 9am and 12 noon, the second took place between 1:30pm and 4:30pm. Both workshops followed the same format. Participation at the workshops was primarily by invitation only as outlined at the previous round of consultation. Invitations to participate in the workshop were sent out to over 200 residents and stakeholders who expressed an interest in further participation at the previous November consultation. First preference was given to those invited. The event was publicised wider within the last week before the workshop as there were a few extra spaces available. These spaces were advertised through local councillors, screens in The Forum and social media. Those who couldn't attend the workshops but wrote to us expressing an interest in participating were also provided with the workshop material and given an opportunity to provide their comments within a few days of the workshop.

2.1 Agenda

- Arrival, registration, tea and coffee
- Introductions from Midas, Dacorum and BDP
- Ground Rules for the workshop, explanation of format for the workshop
- Consultation discussions in groups, using a “Consultation Café” methodology. Every member of the public will have input on each of the five Discussion Themes:
 - Creating a ‘sense of place’ for the Two Waters neighbourhood
 - Transport, access and movement
 - Building design and integration
 - Green spaces and countryside
 - Parking
- Feedback and prioritisation exercise
- Midas Trainers bring the event to a close with a brief summary of key themes
- Event ends

There was a brief coffee break approximately half-way through the workshop.

2.2 Workshop facilitators

The consultation workshops were facilitated by Midas Training Solutions Ltd, on behalf of Dacorum Borough Council. In addition to the facilitators of the workshop, each table had a Table Host and Scribe. Officers with knowledge of the Two Waters Masterplan project acted as Table Hosts and Scribes during both workshops.

2.3 Workshop format

Allocation to working groups

On arrival at the workshop, each person was given a random colour token. This colour allocated them to a group that they would sit with, and then work with throughout the session. The colours of the groups were Blue, Green, Orange, Pink and Aqua. There were therefore five groups of participants in each workshop, making a total of ten over the whole day.

Consultation Café

Following brief introductions, the main exercise for the workshop was a “Consultation Café”. During this exercise groups of participants sat at circular tables, as you would in a café, discussing a set topic (See section 2.4 Discussion themes). There were five tables, and each table hosted a different topic of discussion.

The groups were each given just short of 20 minutes to discuss a topic on a table. They were then asked to spend 5 more minutes recording their key conclusions from their discussion on a flip chart. Once this was complete the groups physically moved to the next table, which was hosting a different discussion topic.

The only people that stayed at the tables and did not move were the Table Hosts and Scribes. The Hosts and Scribes were officers working on the Two Waters Masterplan. The Hosts and Scribes worked to brief the groups, make notes of the discussions, answer questions and encourage conversation. When a new group arrived at their table, the Host and Scribe would give a brief review of the conclusions that other groups had reached. The group could then quickly endorse any previous conclusions or note their disagreement, or they could explore new

ideas that no one had talked about yet. They were also able to use their time to go into more detail and develop a point raised by previous groups.

The Scribes were briefed by the Midas facilitators to make notes on the general flow of the conversation and strong feelings expressed by the group discussions. They were not verbatim minutes of the discussion but an aid to understanding the overall thrust of the conclusions about each theme after the event.

As already mentioned, behind each table was a flip chart so that the conclusions of each discussion could be recorded. Behind that was an additional sheet of flip chart paper for the participants to place a Post It Note recording any point they personally felt was particularly important regarding the theme under discussion. These additional notes are recorded in this report under the title of 'Other comments'. They were a very useful tool for making sure that any point made by an individual was captured.

It is important to emphasise that the nature of the Consultation Café methodology ensures that every group builds on the discussion held by the other groups that have worked on that table beforehand. This meant that every group got to discuss every topic, but also allowed each theme to be explored and analysed in depth.

Feedback and prioritisation exercise

At the end of the Consultation Café discussions, the flip chart conclusion sheets were pinned to display boards at the front of the room. Each participant was given three sticky stars. All the participants were encouraged to come to the front of the room and read through the conclusions of all the discussions at the different tables. The participants could attach their stars to the conclusions/comments/ideas that they personally felt were of greatest importance. They were free to put one star on three different items, or all three on one conclusion if they felt that was the key issue for them.

In tray

In addition to the Consultation Café, participants were made aware of the "In Tray" that was available to them at the sides of the room. This was a flip chart sheet where Post It Notes could be placed to record ideas and comments that did not fit into their table discussions but which a participant felt needed to be captured. Comments on any topics were welcomed for the In Tray, with an assurance that they would be passed to the relevant Council Officer. Some people recorded their name and email address with their In Tray comment.

2.4 Discussion themes

Discussions were based on five important discussion themes which encapsulated the key issues that emerged from the previous consultation in November 2016. Each discussion theme included a few questions to help focus the discussions to be solution oriented and specific. The discussion themes are outlined in the table below.

| Theme | Background information | Key questions |
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| <p>Creating a ‘sense of place’ for the Two Waters Neighbourhood</p> | <p>Areas that are said to have a strong ‘sense of place’ have a strong identity and character that is deeply felt by local inhabitants and by visitors.</p> <p>We want to ensure that new development in Two Waters creates a good ‘sense of place’ and improves the wider area. In order to deliver a positive ‘sense of place’ firstly, the best locations for new land uses needs to be established.</p> <p>The masterplan will set out the framework for delivering ‘mixed-use’ development (residential and employment) in the Two Waters area including residential development, employment land (offices and other workspaces), retail and commercial uses, education and health, transport infrastructure etc.</p> | <ul style="list-style-type: none"> • What land uses should we consider? • What are the best locations for these land uses? |
| <p>Transport, Access and Movement</p> | <p>At the last consultation, respondents expressed concern for congestion in the area. Dacorum Borough Council is working with Hertfordshire County Council to assess the potential for a more holistic approach to transport which will be embedded within HCC’s forthcoming Growth and Transport Plan for South West Hertfordshire. Whilst highways improvements will be</p> | <ul style="list-style-type: none"> • How can we improve pedestrian, public transport and cycle access and movement within Two Waters and to the wider town, particularly, to key destinations such as the HH railway station, the town centre and |

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| | made where possible, in general, there is a need to reduce the dominance of cars on London Road. | <p>Maylands Business Park?</p> <ul style="list-style-type: none"> • How can we reduce congestion and improve private vehicular access and movement within Two Waters and to the wider town? This is particularly important in relation to key destinations such as the HH railway station, the town centre and Maylands Business Park. |
| Parking | Two Waters is a neighbourhood with two railway stations. It has relatively good public transport links and is within close proximity to Hemel Hempstead town centre as well as Apsley and other local neighbourhood centres with good retail. We think that a proportion of residents are likely to use public transport for a majority of their transport needs, with occasional car use. | <ul style="list-style-type: none"> • How do we reduce the need for car parking in the area? • How do we manage on-road parking, car parks and new parking provisions for strategic locations such as the railway station? |
| Green spaces and countryside | The Two Waters masterplan area is home to a number of green spaces and has good access to local countryside. | <ul style="list-style-type: none"> • What do you think are the key green spaces in the area that need to be protected? • How can we promote the use of green spaces and wider countryside as part of the improvements in Two Waters? |
| Building design and integration | Future development should create visual interest through a mix of architectural styles. Whilst building heights across most of the area should be in keeping with existing development, the most accessible locations in Two Waters, namely at Hemel | <ul style="list-style-type: none"> • We have here some examples of taller/high density development. Which examples do you prefer and why? |

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| | <p>Hempstead station and Corner Hall fronting the Plough Roundabout have been identified as suitable for taller buildings. Taller buildings should pay particular attention to their relationship with open spaces and views and retain a low to medium scale at street level by stepping back upper floors.</p> <p>At the last consultation respondents were generally opposed to higher scale and density, with support provided for low scale residential development of a maximum 4, or 5 storeys in height. Where respondents agreed with suitable locations for taller buildings a maximum of 12 storeys was mentioned.</p> | <ul style="list-style-type: none"> • How can tall buildings be integrated into the landscape to provide high quality development? |
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2.4 Report preparation

The Midas Training Solutions team of facilitators have been responsible for writing the aspects of this report which cover the events, methodology, results and conclusions of this workshop. They have also written the summary of the responses to each question and theme.

Dacorum Borough Council has supplied their responses to the conclusions generated by the discussion which took place on each table. These can be found in table 3.1. DBC has also supplied responses to the 'In-tray' contributions. These can be found in table 3.4.

3 Results

3.1 Summary of results from the Consultation Café exercise and responses from DBC

Table 3.1: Summary of results from the Consultation Café exercise and responses from DBC (See figure 3.1 for site boundary and key development sites 1 – 4)

| Themes, questions and summary of group answers | Response from Dacorum Borough Council |
|---|--|
| <p>Theme 1: Creating a ‘sense of place’ for the Two Waters Neighbourhood</p> <p>Question 1.1: What land uses should we consider?</p> <p>Mixed use development The conclusions from the work on this table demonstrated considerable support for mixed use development across the Two Waters area. Four of the groups in the morning supported this as well as every group in the afternoon.</p> <p>One group took a slightly different view, preferring to have office buildings close to the station with residential areas in the rest of the development.</p> <p>Six groups identified the need for a few small convenience shops or a café. These would serve local residents and commuters, especially close to the station.</p> <p>There were a number of conclusions from the groups which underlined the need to develop a sense of place and a balanced</p> | <p>Mixed use development and supporting infrastructure In accordance with responses, the masterplan will seek to include a variety of land uses in each site, including the retention of local retail, employment and community uses. As the responses suggest, most of the sites are suitable for mixed use development, which reflects the existing mix of land uses in Two Waters. Sustainable transport and accessibility including links with facilities for pedestrians and cyclists will be a key consideration of the masterplan.</p> <p>Key proposals, guidance and development requirements for each site and the wider Two Waters area will be identified in the Masterplan. Further feasibility studies will be undertaken for the detailed development of wider strategic public infrastructure where needed and out of the scope of the masterplan.</p> |

community by building a sympathetic mixed use development. This was expressed by three groups as wanting to avoid setting up a dormitory situation and to keep a community structure.

Three groups expressed an explicit desire that all new development should be family focused.

One group mentioned linking land use with facilities for pedestrians and cyclists.

Building heights

Many groups discussed the height of buildings that would be acceptable. For more detailed information in this topic please see the results under theme 'Building design and integration' below.

New school

As a key part of the infrastructure, participants in the consultation were clearly supportive of a new school being built within the Two Waters area. Opinion was split as to whether the best location for the school would be within Site 2 (supported by four groups) or within Site 4 (also supported by four groups. Two of these groups supported locating the new school on the southern edge of Site 4).

Many groups noted a concern at the traffic and congestion implications of the school's location and one group suggested that creative options would need to be investigated to manage this such as 'walking schools'. Another group suggested that it might be best if the new school was located outside the Two

New school

Dacorum Borough Council (DBC) in partnership with Hertfordshire County Council (HCC) is looking at options for providing new school places for the proposed new residential development in the area. This includes exploring both the feasibility of expanding current schools in the area and providing a new school. The masterplan will allow for this flexible approach with DBC and HCC looking at the feasibility of expanding existing schools and identifying sites both within and/or in close proximity to the Two Waters area. DBC note the concerns regarding accessibility and traffic congestion. It is acknowledged that any proposed location would need the agreement of DBC and Hertfordshire County Council and also the size and/or financial contribution towards a school. The traffic issue is noted and will require further work through the planning application process once the exact

Waters area.

Question 1.2: What are the best locations for these land uses?

There was general support for Sites 1 and 2 being used for low-rise residential or mixed use (six of the ten groups supported this). One group gave a different suggestion for use, proposing that Site 1 be used for offices due to its location by the station. Six groups identified Sites 1 and 2 as being suitable for a few small convenience shops and/or a café to serve local residents and commuters. Four groups proposed locating a new school within Site 2.

There was some opposition to developing Site 3, with one group refusing to propose any development for that Site. There was no consensus as to what use should be made of this Site, and a very wide range of ideas.

Site 4 also saw a great variety of proposals for use, but with more shared agreement. One group suggested a very tall building of up to 17 storeys. Four groups suggested that offices could take up part of the Site, and two thought that retail could be included here.

Four groups suggested that the southern end of Site 4 might be appropriate for the location of a primary school, although there were some reservations about resulting traffic congestion.

location is confirmed.

Feedback and suggestions on land-use will be taken in to consideration when developing the Two Waters masterplan.

There is existing planning permission for residential development on a section of site 3, which establishes the principle of development in this location.

In response to feedback, the masterplan will seek to manage this development to ensure it is appropriate to its surroundings whilst integrating with and enhancing the surrounding open space and managing issues such as noise and flooding.

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| <p>One group was particularly concerned that the Masterplan should take into account the issues around London Road/Aspley High Street. In these roads, the retail sites are unattractive and detract from the visual appeal and character of the area.</p> <p>There were discussions around the heights of buildings for various sites. These results have been summarised within the section Theme 5 'Building Design and Integration' below.</p> | |
| <p>Theme 2: Transport, Access and Movement</p> <p>Note: There was naturally a lot of overlap in the discussions between tables 2 and 3, where parking was being discussed.</p> <p>Question 1: How can we improve pedestrian, public transport and cycle access and movement within Two Waters and to the wider town, particularly, to key destinations such as the HH railway station, the town centre and Maylands Business Park?</p> <p>Pedestrians, cycle use and paths, and bus links The dominant theme on this Table was the need for better cycle paths, pedestrian crossings/routes and bus links to reduce the number of cars on the road. Almost every one of the ten groups talked about these three issues in depth and expressed a desire to see them improved.</p> <p>Improving pedestrian walkways to make it easy and safe for people to cross the roads were raised by seven groups.</p> | <p>Cycle paths, pedestrian crossings/routes and bus links The masterplan will identify key proposals on how to improve cycle paths and pedestrian routes, including crossings and tow paths, in addition to sustainable transport improvements including bus links. As the Masterplan is a high level strategic document, detailed design of these interventions will be developed at the next stage of the development process through individual planning applications in consultation with DBC and HCC. Cycle hire and other initiatives such as creative use of car parks will be explored by DBC in partnership with</p> |

Four groups suggested that a public bicycle hire scheme (like 'Boris Bikes' in London) could be investigated.

Shuttle buses to and from the station and town centre, and the creation of a Park and Ride system, were very popular suggestions with eight groups supporting the idea. Some proposed that existing less popular car parks could be used for the "Park" location.

Signage

Four groups identified the need for high quality signage and information about transport links across the area. The participants felt that if people were sure of the alternate walking/cycling routes that they would be more inclined to use them.

HCC as projects develop but will sit outside of this masterplan. Development will be expected to contribute towards taking forward these wider improvements.

Signage

We have noted the request for improved wayfinding signage. DBC has already commenced some work on improving wayfinding signage with the delivery of new monoliths; they will include maps of the area with key points of interest and they will be installed shortly by the railway station. New similar wayfinding monoliths and fingerposts indicating walking routes to the station and other key destinations have recently been installed in the Hemel Hempstead town centre and Heath Park. The masterplan will encourage future planning applications to identify contributions to make necessary signage improvements and help deliver better surfaces along the canal and through the Moor to respond to these issues, just like the work that was carried out in Heath Park after contributions were received from the Kodak development.

Question 2: How can we reduce congestion and improve private vehicular access and movement within Two Waters and to the wider town? This is particularly important in relation to key destinations such as the HH railway station, the town centre and Maylands Business Park.

Congestion generally was a recurring theme in all the discussions, with seven groups recording their concerns at the current traffic levels.

Improved public transport links

Improved public transport links was seen as the most valuable approach to reducing congestion on local roads. For example one group wanted to see a direct bus link between Hemel and Apsley stations. Another felt that a reliable bus service to the Town Centre and to Maylands Business Park would be very helpful.

Encouraging more people to cycle or walk around the area, instead of driving was a measure supported by seven groups and mentioned in discussion by the remaining groups.

Durrants Hill

Seven groups discussed the congestion issues on Durrants Hill bridge, which was identified as a problem bottleneck area. There was support for measures to ease the congestion including widening the road, changing the lights and investigating any other measures that might help.

Congestion

We have noted concerns raised regarding traffic congestion in the area. The level of future vehicle movement in the study area is being tested as part of the masterplan process. This will help to identify localised problem areas which require improvement and recommend key local proposals to help ease congestion, such as junction improvements, crossing improvements, shuttle buses and safeguarding of land that may be required for future improvements or for development mitigation. Areas such as Durrants Hill that appear to be adding to congestion issues will be looked at in more detail as part of a transport assessment for the town and through detailed designs of individual developments as they come forward.

The issue of traffic congestion in the area however is not limited to local traffic. DBC is working in partnership with HCC to assess the potential for a more holistic approach to transport which will be embedded within HCC's forthcoming Growth and Transport Plan for South West Hertfordshire. Potential measures such as intermodal interchanges near to the M1 and M25, with additional bus routes and coach services serving Hemel Hempstead, increased frequencies of existing bus services and an improved cycle network are being

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| <p>The need to anticipate congestion hotspots was discussed in one group. One group was concerned that building flats would bring a large number of cars to the area. Another group identified increased activity and parking at the station as a potential congestion problem. A fourth group observed that building more car parks would increase the traffic on roads across Two Waters.</p> <p>Four groups supported for the idea of building more car parks as part of the Two Waters development. Two groups identified the need to make parking at the station affordable. However it was acknowledged in the discussions that more affordable parking at the station and across the area could increase traffic volume and congestion.</p> | <p>considered that are intended to reduce car use and promote alternatives.</p> <p>The masterplan could have a role in delivering elements of these proposals as well as the more localised improvements proposed within the masterplan itself to address specific problems and congestion 'hotspots'. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues it should make a positive contribution overall to existing conditions for all modes of travel.</p> <p>Developers will be expected to consider the required improvements in consultation with DBC and HCC and agree improvements through the planning application process. Developers will be expected to make financial contributions towards the delivery of transport, access and movement improvements.</p> |
| <p>Theme 3: Parking</p> <p>Question 3.1: How do we reduce the need for car parking in the area?</p> <p>Reducing the need for car parking in the area All groups agreed that excellent public transport links and pedestrian routes were needed to and from the station to help manage car parking issues and reduce the need to travel by car.</p> <p>Eight of the ten groups said they were concerned about the parking capacity problems at the station and suggested this needed resolution. Eight groups specifically discussed a new</p> | <p>Car parking The masterplan will include proposals for a new station car park. The exact number of spaces is to be determined as part of a separate study on demand, viability and traffic modelling. The cost of delivering a lot of additional car parking spaces could also add to the height, bulk and design of any development so this requirement will be given careful consideration based on the workshop feedback regarding the heights of buildings on Site 1 and Network Rail together with the new franchise</p> |

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| <p>multi-storey car park for the station.</p> <p>There was widespread agreement across all groups that bus links, cycle routes and pedestrian routes need better signage to increase awareness, particularly near the station. These routes also need better maintenance to ensure that they are accessible and user friendly.</p> <p>Some groups made a link with the canal tow paths, suggesting that if they were in better repair and more accessible that they could become a more popular commuter route. Nine of the groups discussed the need to improve the conditions and awareness of the tow paths.</p> <p>Many people in the groups also commented that they were unsure how to find out about buses and cycle paths, so better communication and awareness of these was repeatedly proposed.</p> <p>Question 3.2: How do we manage on-road parking, car parks and new parking provisions for strategic locations such as the railway station?</p> <p>London Road and Durrants Hill are hotspots for both congestion and parking problems. A wide range of very creative suggestions were made for how the Council and businesses could ease some of the demand, ranging from hi-tech Uber-style minibuses to financial incentives to park in the less popular car parks.</p> | <p>holder of the station due to be awarded in late 2017.</p> <p>Cycle paths, pedestrian crossings/routes and bus links</p> <p>The masterplan will identify key proposals on how to improve cycle paths and pedestrian routes, including crossings and tow paths, in addition to sustainable transport, including bus links. The detailed design of these interventions will be developed at the next stage of the development process through individual planning applications in consultation with DBC and HCC.</p> <p>We have noted the request for improved wayfinding signage. DBC has already commenced some work on improving wayfinding signage and new monoliths with maps of the area and key points of interest will be installed shortly by the railway station. New wayfinding monoliths and fingerposts indicating walking routes to the station and other key destinations have recently been installed in the Hemel Hempstead town centre and Heath Park. This work will be expanded to further improve signage within the Two Waters area. The masterplan will encourage future planning applications to provide signage to improve cycle and pedestrian movement.</p> <p>Towpaths</p> <p>The aspiration to improve the canal towpaths will be included within the masterplan. DBC is in discussion with HCC regarding improvements. Developers will be expected to contribute towards enabling these wider improvements.</p> <p>Route information</p> <p>This feedback will be passed on to HCC who coordinate sustainable transport across the County. There are several online tools that provide information about bus routes and cycle routes.</p> |
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| <p>Review of parking demand Eight groups felt that a review of parking demand and controlled parking zones was needed. Some felt that there were peak hours which were the times problems occurred; others felt it was constant, particularly on London Road and near the station.</p> <p>Park and Ride Eight groups were very engaged with the possibilities of both Park and Ride Schemes and dedicated shuttle bus services.</p> <p>Use of existing car parks Six groups noted that some existing car parks are not well used. They proposed that measures could be implemented to make parking in these more attractive to relieve the pressure on the other parking areas.</p> <p>Of the eight groups who suggested a Park and Ride Scheme, one group suggested that less used car parks outside the Two Waters area could be used in this way.</p> | <p><i>Other parking areas</i> The masterplan will make recommendations for areas directly affected by the Two Waters masterplan. However these are part of a wider town centre issue The council is in the process of consulting residents local to London Road between Station Road and the Eastern access to the National Grid site on proposals to introduce waiting restrictions in the area. Car parks are reviewed biannually by Cabinet.</p> |
| <p>Theme 4: Green spaces and countryside</p> <p>Question 4.1: What do you think are the key green spaces in the area that need to be protected?</p> <p>Protection of open spaces The majority of the groups felt that all the existing green spaces</p> | <p>Protection of Open Spaces Open spaces are protected by planning policy. Views from the open</p> |

should be preserved and protected just as they are. The moors were seen as a particularly important influence on the development of the area by the first group to work on this table. Subsequent groups endorsed this.

Views and vistas

Seven of the groups talked about the importance of the views and vistas across the moors. It was clear that they have great value to local people.

Balanced access to the moors and Durrants Lakes

There was a real sense from all the groups that the joy of much of the moors was the rugged and natural beauty, and the opportunity to enjoy nature. As a result, whilst all groups wanted to improve access, they also wanted to balance this with protecting the moors, Durrants Lakes and the remaining wildlife from any further encroachment into the moors or other green spaces. This was summed up by one group as the need to retain the rural feeling of the area.

Question 4.2: How can we promote the use of green spaces and wider countryside as part of the improvements in Two Waters?

Durrants Lakes

Eight groups expressed a desire to see Durrants Lakes opened up more, with better access and promotion of the area. One group was particularly concerned that local residents just don't know about the opportunities to enjoy the Durrants Lakes.

space identified by stakeholders as sensitive will be indicated in the masterplan document. Guidance will be included within the masterplan on how developers should integrate these through sensitive, high quality design.

Opening up and enhancing a network of natural assets is a key objective of the masterplan. Through the masterplan, new development will be required to encourage the use of Two Waters' green open space and water ways by improving the quality of and access to the moors and water bodies whilst respecting their ecological and agricultural roles and responding to issues of flood risk.

Durrants Lakes

The masterplan will indicate the aspiration for sensitively improved access to the lakes and other open spaces..

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| <p>Children’s play area Two groups suggested that there should be some small expansion of the children’s play areas, possibly on Blackbirds Moor, to attract more families.</p> <p>Marketing the moors and Durrants Lakes One group wanted to see better marketing and improved local knowledge of both Durrants Lakes and the moors. Another wanted to see the green areas advertised to school children. A third group wanted the Council to work with local groups and schools. One idea they discussed was to create more formal educational facilities in these green spaces.</p> <p>Tow Path All ten groups discussed the access routes to the open spaces. There is a clear agreement (9 groups recording it) that the tow paths along the canal need resurfacing, better signage and access points, particularly for buggies and wheelchairs.</p> <p>One group suggested that there could be some low-level lighting along the tow path.</p> <p>Improved access by car One group touched on the difficulty of accessing some of the green spaces by car – particularly the lack of parking – and suggested this could be possibly be improved to increase the number of people using the spaces.</p> | |
| <p>Theme 5: Building design and integration</p> | |

Photographs and drawings of a range of different kinds of development were given to the groups working on this table

Question 5.1: We have here some examples of taller/high density development. Which examples do you prefer and why?

Design is a key factor

All the groups repeatedly raised the need for new developments to be sympathetic to the other existing buildings and structures in any given area.

Reference to Apsley Lock

Apsley Lock was given by seven groups as a good example of this sympathetic design in action. Seven of the groups discussed the importance of the designs being in character with the area.

Rural character

Two groups talked about the need to remember the rural setting of Two Waters, and said the developments should evoke the feelings of a village”, “lost amongst the trees” and “around the cricket field”. One group highlighted the need to maintain views of the nearby open spaces.

Preferred building material and styles

Other groups talked about materials for buildings, with brick and wood structures being mentioned repeatedly. A few people suggested that some more modern glass structures might be

As a result of this consultation, the maximum height and density that the sites can support, as assessed by the landscaping studies, will be reduced and strong design principles included within the masterplan to ensure that development meets local views as much as possible.

The height’s guidance included in the masterplan will be informed by:

- the public and stakeholder consultations,
- a townscape study of the Two Waters area including an analysis of existing building heights and views,
- viability testing for the development sites and the housing need within the Borough, and
- Transport assessments

The masterplan will provide specific guidance on the range of acceptable heights in the whole of the site area taking in to account the above factors including feedback from the consultations. In addition, a range of plot ratios will be listed for each development site. The plot ratio alongside the heights guidance will help to limit the amount of development each site could accommodate whilst allowing some flexibility. For sites where people have shared their concerns for sensitive views, further guidance on the type and arrangements of

appropriate for some buildings, but there were mixed views on this. The repeated feeling was that designs had to complement the surroundings and “blend” with the other buildings.

There was no consensus on the style of building that was preferred from the example pictures that the groups looked at. The only commonality in responses was that two groups noted that they preferred the pitched roof style rather than flat ones.

Taking flood risks into account

One group identified any underground building on Site 1 as impractical because of the flood risk.

Question 5.2: How can tall buildings be integrated into the landscape to provide high quality development?

Maximum heights

Discussions in all the groups showed concern at the idea of high rise buildings, particularly isolated tower blocks although there was a range of views as to how high developments should be. A clear majority of the groups favoured buildings of between 2 and 4 storeys across a majority of the sites.

For Site 1, there was a clear view that high rise designs were not welcome – one group said heights up to 6 storeys, six groups said heights up to 4 storeys and one group said only as high as 3 storeys.

For Site 2, suggestions for the maximum were generally slightly

buildings within the site will be also provided.

It should also be noted, that for any development to come forward on Site 1 there will be additional costs to deliver the expected station requirements and much improved multi-modal transport interchange facilities, which will help manage congestion in the immediate and wider area. More costs may mean slightly more development to help address these issues.

There is a very high housing need within Dacorum – indicated by a current assessed ‘objectively assessed need’ (OAN) figure of 756 homes per annum (17,388 over the 2013-2036 period). Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. There is increased pressure from national government to deliver increased numbers of housing and a specific push for increased density around transport hubs. A clear steer for increased housing has been reiterated in the housing White Paper recently published.

Therefore, whilst through this process building heights will be designed in order to respond to local views as much as possible, a balanced view, incorporating all of the factors above including public views will inform the final document.

Character

A key objective of the masterplan is achieving high quality development and many of the masterplan principles will be focused on that. The document will include diagrams and best practice examples that illustrate how high quality design can be achieved.

taller. One group was comfortable with buildings up to 10 storeys, two groups were happy up to 6 storeys, stepping down lower as the buildings approached the road. Four groups were comfortable with 4 storey builds and one group simply said they felt that buildings here needed to be low-rise.

For Site 3, the five groups that expressed opinions suggested maximum heights of 4 storeys (three groups), 5 storeys (one group) and 6 storeys (one group).

On Site 4, the suggested maximum heights were notably taller. One group was happy to see a building of 17 storeys, one up to 12 storeys, one up to 9 storeys, two groups suggested 8 storeys and two suggested 4 storeys be the maximum. Four of the groups said that they felt that within Site 4 the tallest buildings should be at the northern end of the Site, closer to the Plough roundabout, and as the Site moved south, the building height should drop.

A Consolidated Summary of suggested site uses and building heights at the end of this section.

Good design matters most

However, it was clear that most participants felt that really good architectural style and designs were more important than any maximum number of storeys.

While some people were implacably opposed to tall buildings, three groups suggested that tall buildings could be most easily integrated to the area at the north of the Two Waters site, near

Materials

The masterplan document can include principles that encourage use of materials that are relevant to the context, including wood and brick.

Architectural Style

The masterplan encompasses a very large area with varying levels of sensitivity. It is likely that the new development will include a range of architectural styles. The masterplan will indicate character areas and what style may be relevant to these depending on their context.

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| <p>the Plough Roundabout.</p> <p>One group proposed that 17 storeys should be the maximum in this development. The same group favoured the use of terraces to integrate buildings into sloping areas and a mix of heights elsewhere.</p> <p>The overwhelming and repeated message was that the residents wanted developments that were designed to complement the surrounding buildings. They wanted imaginative designs with the right character to create a village or community feel for the Two Waters development as a whole.</p> | |
| <p>Theme 5: Building design and integration</p> <p>Photographs and drawings of a range of different kinds of development were given to the groups working on this table</p> <p>Question 5.1: We have here some examples of taller/high density development. Which examples do you prefer and why?</p> <p>Design is a key factor All the groups repeatedly raised the need for new developments to be sympathetic to the other existing buildings and structures in any given area.</p> <p>Reference to Apsley Lock Apsley Lock was given by seven groups as a good example of this sympathetic design in action. Seven of the groups discussed</p> | <p>As a result of this consultation, the maximum height and density that the sites can support as assessed by the landscaping studies will be reduced and strong design principles included within the masterplan to ensure that development meets local views as much as possible.</p> |

the importance of the designs being in character with the area.

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| <p>should drop.</p> <p>A Consolidated Summary of suggested site uses and building heights at the end of this section.</p> <p>Good design matters most</p> <p>However, it was clear that most participants felt that really good architectural style and designs were more important than any maximum number of storeys.</p> <p>While some people were implacably opposed to tall buildings, three groups suggested that tall buildings could be most easily integrated to the area at the north of the Two Waters site, near the Plough Roundabout.</p> <p>One group proposed that 17 storeys should be the maximum in this development. The same group favoured the use of terraces to integrate buildings into sloping areas and a mix of heights elsewhere.</p> <p>The overwhelming and repeated message was that the residents wanted developments that were designed to complement the surrounding buildings. They wanted imaginative designs with the right character to create a village or community feel for the Two Waters development as a whole.</p> | <p>sensitivity. It is likely that the new development will include a range of architectural styles. The masterplan will indicate character areas and what style may be relevant to these depending on their context.</p> |
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Table 3.2: Consolidated summary of the suggested building heights

| Group | Site 1 | Site 2 | Site 3 | Site 4 |
|------------------|---------------------------------------|--|--|--|
| Pink AM | 3-4 storeys max | 6 (<i>storeys</i>) stepping down to the roadside | <i>No comment on heights</i> | <i>No comment on heights</i> |
| Blue AM | <i>No comment on heights</i> | <i>No comment on heights</i> | <i>No comment on heights</i> | <i>No comment on heights</i> |
| Aqua AM | 6 storeys max, lower near the station | Residential 8-10 storeys max, single landmark building | <i>No comment on heights</i> | 10-12 storeys at the Plough |
| Orange AM | Residential 3-4 (storeys) | Residential 3-4 storeys | 3-4 storeys | School at south; retail with 2-8 storeys |
| Green AM | <3-4 storeys | <3-4 storeys | <3-4 storeys | <3-4 storeys |
| Pink PM | Mixed use 4 storeys | Residential 6 storeys | Open space, no development <i>No comment on heights</i> | Residential 4 storeys |
| Blue PM | 3 storeys | <i>No comment on heights</i> | 4-5 storeys | Residential, 9 storeys – lower at southern end |
| Aqua PM | Offices 6 storeys | <i>No comment on heights</i> | <i>No comment on heights</i> | Residential, tall at Plough, 17 storeys |
| Orange PM | Mixed residential 3-4 storeys | Mixed residential 3-4 storeys | 3-4 storeys | Tall at Plough 8 storeys down to 2 at southern end |
| Green PM | Mixed residential flats 2-4 storeys | Residential family homes, "low buildings" | Up to 6 storeys | <i>No comment on heights</i> |

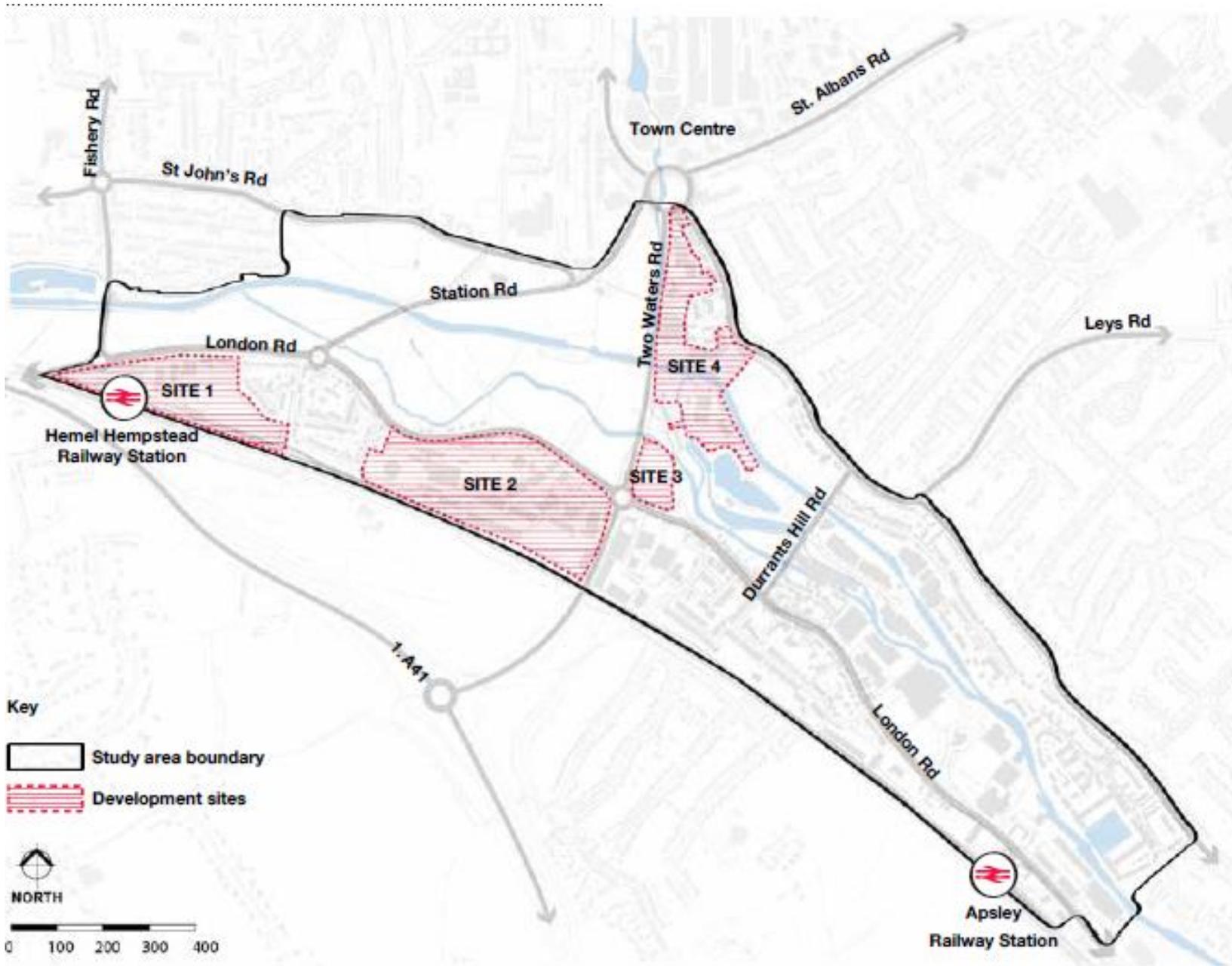


Figure 3.1: Site boundary and key development sites 1 - 4

3.2 Conclusions recorded on the Flip Charts

The notes below are taken directly from the Flip Chart sheets of conclusions that the groups recorded in the consultation workshops. If you would prefer to read the original handwritten sheets, they can be found in Appendix B. Every effort has been made to make these notes an exact copy of the Flip Chart sheets.

Table 1 – Theme: Creating a ‘sense of place’ for the Two Waters Neighbourhood - Morning consultation

Pink Group

- More family focused housing (blue and orange groups agreed)
- Avoid setting up a dormitory situation (blue and orange groups agreed)
- High Rise not in character (blue and orange groups agreed)
- Site 4 focus for retail/office (blue group agreed)

Aqua Group

- School on southern part of site 4
- Local facilities (retail/café) not large
- Short term parking site 3
- With the Masterplan do not forget London Road/Apsley High Street
- Linking land uses with better pedestrian and cycle links

Green Group

- Concerns that discussions at consultation will be taken over by planning application ie Masterplan too late!
- Infrastructure needs to come in parallel

Blue Group

- Site 2 residential
- Site 1 commuter housing



- Any commercial development should be office not industrial

Orange Group

- Site 1 + 2 focus on family housing
- School southern side of site 4
- Site 4 north office + residential mix (more residential)
- GP Site 2
- Keep focus of retail in Town Centre

Other notes from maps that were not recorded as conclusions above:

- Site 1 – Keep shop for local needs
- Site 1 – Eastern edge of site - Café and toilet
- Site 2 – can be high density but low level, possibly also a small shop? (More than one group put a limited amount of small shops here)
- Boxmoor to become “village green”
- Keep most business use at Maylands
- Concerns about a new school attracting traffic
- Site 1 –GP, Chemist and walk in centre
- Eastern tip of site 4 could have a medical use as it has good links to Watford (A41 and train)
- Western edge of Site 4 mixed use
- Site 2 could have new school amongst residential family housing
- Site 1 mostly residential for commuters with small convenience store for locals and commuters
- Southern Site 4 Hemel food garden = community focus, also Corner Hall
- Retain local child friendly pub on Site 1
- Site 1 should mirror Boxmoor residential area
- Some groups suggest a new school at south of Site 4, but others are concerned about traffic congestion in that Site
- The look and quality of Site 1 should be considered as it is an entrance to the town
- Boxmoor is critical to the area as a big destination
- Concern that retail may not be viable (Kodak)

Table 1 – Theme: Creating a ‘sense of place’ for the Two Waters Neighbourhood - Afternoon consultation

Blue Group

- Central, accessible school on site 2
- Small scale retail in zone 1
- Access to GP rather than new provision
- Logic to residential in area 4
- Site 3 – not residential, possible retail?

Pink Group

- Site 1 – Gateway mixed use with rail/residential/parking
- Site 2 – Good residential – mix size/tenure – family homes
- Site 3 – Expansion and integration as open space
- Site 4 – Residential with school integrated
- Sites 1 and 4 – look at drop off areas
- Good example – ex John Dickinson/Cavendish site

Aqua Group

- Site 1 – Office and transport hub including bikes/ E vehicles MSCP
- Site 2 – Residential – don’t lose jobs
- Site 3 – Multi-functional commercial build ie Art Gallery in landscape setting (social enterprise?)
- Site 4 – Residential/Café society
- School – get creative and think outside area – walking school?

Orange Group

- Mixed residential zone 1 & 2
- Keep community structure
 - Schools and other uses etc.

- Self-contained and sustaining
- Better use of GP Surgery
- Improvement to Sunnyside – Green asset/food production
- Mix office and residential zone 4 – near town centre
- Focus on connections between land uses

Green Group

- Importance of land value on zone 3 to wider Boxmoor Trust objectives
- Site 1 – Mixed use residential (flat) and small limited shops/café
- Site 2 – Residential (family mix) with obvious school
- Site 4 – Taller building at roundabout going down towards Site 3 residential and second primary to serve
- Possible primary education adjacent 4
- Importance of affordable homes

Other notes from maps that were not recorded as conclusions above:

- Make space for landscaping in all Sites and land uses
- Telephone exchange by the Plough Roundabout needs to go!
- School should be located away from congested areas, possibly outside of the 4 sites. Think more creatively about the school location and design.
- Station forecourt should be more attractive to bus, bikes and pedestrians

Other notes from discussions that were not recorded as conclusions above:

- Schools Key Stage 1 – 2
- Tall buildings around Plough roundabout – max 3-4 storeys around London Road
- Mixed development housing NOT flats
- Better use of land for infrastructure – schools, Doctors etc.

Table 2 – Theme: Transport, Access and Movement - Morning consultation

Pink Group

- Shuttle bus (hop on hop off) from station to Maylands (Blue group agreed)
- Increased number of cycle paths and clearer marking
- Pedestrian crossings onto the moor

Aqua Group

- Enhanced pedestrian and cycling links
- Durrants Hill double width bridge
- Direct bus link between Hemel and Apsley stations
- Extended parking at station

Blue Group

- Affordable station parking and more of it
- Improved links to station (pedestrian, cycle and bus)
- Control pedestrian crossing to favour pedestrians
- Improve links to and from moor (gates)

Orange Group

- Affordable parking at station and more spaces
- More information on bus routes and timetables
- General improvement in cycle links

Green Group

- London Road congestion issues
- Train capacity – more carriages



Other notes from discussions that were not recorded as conclusions above:

- Improve access across the A4251 at the station – pedestrian crossings favour cars. People cross not on crossing
- Station parking on surrounding roads causes congestion and accidents – too expensive
- Cycle paths – to station – improve tow path
- Restrict parking – 1 hour per day (by station)
- Clearer road marking on cycle track/footpath from station to St John's Road
- Intelligent road information – traffic lights better (by station)
- Check REAL congestion of possible new development ie Beacon
- Aldi traffic movements cause issues at the Two Waters junction
- Transport report by developers are biased – not at busy times
- Phasing of lights at Two Waters junction OK
- Better cycle/pedestrian access across Two Waters junction
- Access to Apsley retail from Belswains Lane – ease congestion on London Road
- Weekends on London Road are awful – make sure this doesn't get worse with future developments
- Do traffic surveys at realistic times
- Do not change kissing gates onto moor
- Improve access for buggies onto moor
- 500 more places at car park at station is positive, but means 500 more cars per day on London Road
- Development without transport infrastructure is no real choice. More housing means more cars and gridlock
- Decisions re: number of homes eg Site 2 already agreed??? Where is consultation?
- If there is no room for more traffic don't develop!

Table 2 – Theme: Transport, Access and Movement - Afternoon consultation

Pink Group

- Widen Durrants Hill Road
- Improved signage and information

- New build sustainable transport without penalising existing builds
- Introduce Park and Ride system
- Railway station integration with public transport network
- Improved bus service

Green Group

- Reduced speed limits on side roads
- Widen Durrants Hill bridge
- Pedestrian path improvements (moor and canal)
- Locate a primary school to minimise school run congestion

Blue Group

- Improved bus services
 - station/TC/Maylands
 - late night service
- Signage improvements
- Station to TC pedestrian routes need improving
- London Road issues – traffic speed and parking on pavements
- Increase capacity of station (HH) car park

Aqua Group

- 'Boris bikes' – station/TC/Maylands
- Review bus routes/usage
- Canal towpath upgrades
- Walking buses for schools

Orange Group

- Access improvements along canal for cyclists and pedestrians
- Station car park capacity to be increased



- Widen Durrants Hill
- Reliable bus service to station/TC/Maylands

Other notes from discussions that were not recorded as conclusions above:

- Cycle lanes need to be better advertised
 - Roughdown Road parking entry
 - Encourage use of buses
 - Widening Durrants Hill Road canal bridge to remove traffic lights
 - Clear signs to cycle track and footpath from station – signs to say how many mins to town centre
 - Decreasing speed in London Road
 - Good, clearly marked pedestrian access to new school and cycle access
 - Shuttle service from station to town centre – frequent and reliable – connected to Maylands
 - New station car park
 - Electric car club schemes
 - New build aggressive reduction car reliance without penalising existing unavoidable traffic -more public transport
 - Canal towpath upgrades to create commuter belt
 - Parking restrictions to improve traffic flow
 - New A41 spur – Kings Langley to Chipperfield
 - Electric and ordinary bike scheme linking car parks, station, TC and Maylands
 - Customer parking for Apsley shops
 - Improve Two Waters junction
 - Make the roundabout between Sites 2 & 3 into another “Magic” roundabout like the Plough
 - Combine Hemel and Apsley stations into one large retail and station on Two Waters Way
 - Shared cycleway on footpaths
 - Signage for Durrants Hill Car Park – make it free for first hour
 - Broaden parking permit scheme to stop on-road “free parking”
 - Commuter parking available at Rugby Club
-

Table 3 – Theme: Parking - Morning consultation

Orange Group

- Station car park capacity/layout/safety
- Controlled parking – Review have staggered times not all day
- Development – be realistic about spaces per unit
- Sustainable Transport: consider options
 - Buses cycle etc.
 - Shared/communal parking areas
 - Realistic about current use and need for cars and parking provision but consider future transport options to reduce car use
 - Park and ride

Pink Group

- Train Station
 - Capacity/layout/safety
 - Negotiate with Management – franchise renewal
 - Multi storey
- Sustainable Transport
 - Car club – Developer requirement and private operator
 - Cycle parking and routes: accessible good signage better routes/safe 'Boris Bike' schemes at key locations Developer requirement High quality
- Controlled Parking
 - Consider review or existing staggered control times to alleviate overspill
 - Remove all day restrictions

Green Group

- Station Car Park
 - Lack of capacity



- Management issue
- Safety and security/lighting
- Multi Storey?
- Enforcement issues
- Commuter overspill
- Costs
- Realistic research re travel needs and parking behaviour
- LA3
 - Capacity/TRANSPDA links
 - Commuting via Two Waters
 - Shuttle Bus facilities
- Public Transport Network
 - Communication of services
 - Availability of services
 - ML1 Service

Blue Group

- Sustainable and reliable transport
 - Shuttle buses
 - Regular and cost effective bus travel
 - Businesses to provide/pay for transport
 - Park and ride – proximity
 - Identify land for off road parking – temporary or long term
- Controlled parking
 - Needs resident buy-in early stage
 - Review types of control
 - Is it a peak time issue?
- New development
 - Parking spaces need to be realistic – there will be cars!

Aqua Group

- Station
 - Remember Apsley and Hemel
 - Consider similar capacity/layout/safety issues
- Controlled parking
 - Review existing staggered times
 - Ensure enforcement of illegal parking
- Sustainable transport
 - Encourage public TransPDA at new business/retail developments
 - Encourage cycles
 - 'Boris Bikes' at key sites
 - Improve links/ safe routes
 - Communicate bus travel sources
- Encourage use of underused car parks
- Realistic about parking at new developments

Other notes from discussions that were not recorded as conclusions above:

- Parking on both sides of London Road from Station Rd Roundabout towards Aldi causes blocks.
- Direct bus link needed from Hemel station past Site 2 towards Apsley
- Improve environment for bikes between stations and in to town
- Durrants Hill car park under utilised
- Increase parking provision at Apsley Station

Table 3 – Theme: Parking - Afternoon consultation

Blue Group

- Station car park
 - better capacity
 - maintenance and management of existing spaces

- encourage use of 20 min pick up points
- Sustainable transport routes to station
 - Improvements to cycle routes
 - Pedestrian surfaces
 - Canal towpath surfacing
- Better communication of existing services
- Change of behaviour – communicate that Two Waters is a sustainable transport hub with good rail links
- Better parking and network access to all retail units (existing and future)
- Underused existing car parks

Green Group

- Station car parks
 - improve capacity
 - multi storey
 - improve management and fees
- Consider enforcement and review of controlled parking
- Behaviour/Cultural Shift
- Developers to consider thin parking to encourage sustainable transport = choice 1 car per 2 bed unit
- Support reasonable development near transport hubs
- Developers to offer sustainable travel incentives
- Transport links
 - needs to be fast/reliable and dedicated route/carriageway
 - better communication of existing bus links
- Manage parking expectations for future generations
- Better use of existing car parks

Orange Group

- Train station



- Apsley and Hemel
- Needs to be affordable
- Better capacity
- Sustainable transport
 - Consider better cycle routes – road and canal paths
 - Park and Ride/Shuttle Bus (possibly to/from existing car parks, EG Durrants)
 - Bus travel – early and late services (better communication of services)
- Consider better use of existing car parks
- Better enforcement of illegal parking and consider review of controlled parking
- Review existing travel network and look for improvements ie Lights at Durrants and roundabout

Aqua Group

- Behaviour change
 - Car free flat system at planning stage but need to ensure alternative transport in place
 - Cleaner/accessible/Wi-Fi enabled buses to encourage better use
- Enforcement and controlled parking
 - Consider offsite parking at Camelot
 - Better use of existing car parks – Durrants
 - Better wayfinding for car parks/cycle/pedestrian routes
 - Park and Ride schemes
 - Offer commuter parking permits in existing car parks
- Sustainable transport
 - Consider shuttle “Uber” bus using new/current digital technology
 - Communicate existing bus/transport services

Pink Group

- Sustainable transport
 - Identify travel needs, especially those with little/no travel network and see how to resolve this with operators
- Behaviour/Culture change
 - Make car unattractive – but need to ensure provision of bus/cycle/pedestrian links

- Better communication of existing travel services
- Provide reliable/affordable alternative travel
- Consider better enforcement of illegal parking and controlled parking review
- Better access/movement around Durrants Hill
- Better use under-used car parks eg Durrants car park

Other notes from discussions that were not recorded as conclusions above:

- Problems with parking congestion along London Road, particularly between the edges of Sites 1 and 2. Problems with speed of travel and pedestrians crossing on the same stretch of road.

Table 4 – Theme: Green spaces and countryside - Morning consultation

Green Group

- Keep the moors as main influence/style guide for future development
- No development taller than 3-4 storeys high
- Improve access to Roughdown/Felden from London Road
- Maintain vistas to and from the moors
- Market and improve knowledge of Durrants Lakes
- No encroachment into the moors or green/open spaces
- Take full consideration of environmental issues/wildlife/pollution for any development/infrastructure projects

Aqua Group

- Open Durrants Lakes (currently hidden)
- Improve access to Lakes
- Site 3 possible Visitor Centre/Café/Car Park
- Improve tow-paths – access to and from
- Dedicated cycle path HH Station to Apsley – Boris style scheme alongside canal or other side railway line

- Make green space more accessible to Hemel town
- Improve town centre access to moor/station/Durrants
- Information boards/maps for public info and direction

Orange Group

- Maintain improve vistas from and onto the moors and Felden/Roughdown and Boxmoor
- Preserve open space feeling
- Maintain village/rural “feeling” with development
- Replace “ugly” buildings with development more in keeping with the area
- Improve tow paths
- Retain current access to canal/river/moor
- More/improve access to Felden Woods from through station area

Blue Group

- Improve education/information for Durrants Lake/Moors/Canal etc
- Improve signage/info at key points ie Station, Two Waters Road
- Improve quality of all existing footpaths
- Open up Sunnyhill Trust (visual and advertising – awareness)
- Work with local groups/schools etc to improve awareness/uses of the various green spaces
- Improve Corner Hall/open up area and the historic buildings



Pink Group

- Keep open space
- Open/improve access to and from moors/Durrants/canal tow paths to residential and employment areas
- Provide educational facilities to use moors/Durrants/Sunnyside
- Access over/under Two Waters Road
- Access to moor opposite Site 3 to make the area more accessible and usable by public and rugged/natural children’s play

Other notes from discussions that were not recorded as conclusions above:

(No other notes were recorded by this table during the morning session, everything is listed above)

Table 4 – Theme: Green spaces and countryside - Afternoon consultation

Pink Group

- Keep Site 3 green
- Durrants Lakes is unknown – open the area up to the public and promote/advertise it
- Resurface all tow paths – Durrants Hill to Fishery Inn
- Protect all moorland to maintain its character (grazing and manicured areas)
- Plant trees along London Road/Two Waters Road
- Provide access to green/open spaces from any new developments
- Provide signage and information to Roughdown/Felden/The Moors/Durrants/Apsley/over railway and improve the access points
- Provide parking for visitors to green spaces

Aqua Group

- Better use and promotion of Durrants Lakes
- Tow path and access improvements along whole length of canal
- Improve/increase access to all open space
- Consideration and protection for wildlife
- Views across moors to London Road (possible tree screening)

Orange Group

- Sunnyside site make more visible and promote to public
- Protect views towards moors from London Road
- Improve all tow paths and provide lighting
- Promote and improve access to Durrants Lakes
- Blackbirds moor – improve children’s play area to accommodate older children (ie 9+)

- Protect all moor and surrounding area
- Picnic areas across the moor
- Improve/provide information boards/signage/maps to the open areas
- Information boards informing re particular/special wildlife in the area

Green Group

- Improve tow paths and access to/from them
- Open Durrants Lakes to the moors
- Protect all moors/grazing area
- Improve footpaths/access over railway line to open space between railway and A41
- Focus children's play to Blackbird moor
- Seating along the canal

Blue Group

- Tow path surface improvements and improve all access points for buggies, wheelchairs etc
- Keep all green spaces
- Nature trails – signposted/noticeboards
- Improve Station Road bridge access down to moors and tow path
- Information at HH railway station to town and across moors
- Tree planting along both sides of London Road and Two Waters Road
- Lighting at tow path access points and possible low level lighting along tow path, or reflective type line

Other notes from discussions that were not recorded as conclusions above:

- Improved canal tow path links – potential commuter route

Table 5 – Theme: Building design and integration - Morning consultation

Pink Group

- In general a more “village feel”. Buildings that blend in. EG Milton Keynes.
- Apsley Lock example of good design.
- Need to protect and make use of views.
- Site 4 – 4 storey – considerate to moor and residential area to north east
- Site 2 – 6 storeys – stepping down to road
- Site 1 – 4 storeys – in keeping with area (picture 6)
- Site 3 – Recreational/green area
- Site 2 & 3 should mirror each other

Aqua Group

- Plough roundabout to Grand Union Canal most appropriate for tall buildings and high density. Parking can be reduced due to proximity to Town Centre.
- Site 1 – no taller than 6 storeys – flooding – Station – lower than 5/4
- No taller than 10 storeys on Two Waters/London Road. Family oriented. Not for commuters.
- Site 2 – sloping down max 8-10 storey buildings
- Site 2 – single landmark building with lower brick built building going into site
- Building number 15 preferred

Blue Group

- General building design style Brick – but mixed opinion some felt more modern like glass appropriate for near roundabout. Apsley Lock good example of style
- Site 4 – 9 near roundabout stepping down to Lawn Lane and canal (below 9). Lower towards the south.
- Site 3 – Mixed opinion, perhaps higher near road, possibly 4-5 storeys.



- Site 2 – Taller buildings along railway line. Higher than Site 1.
- Site 1 – Lower than Site 2 – 4 storeys.

Green Group

- London Road overlooking site 2,3,4 storeys – results of a survey
- Sympathetic to village style EG Apsley Lock
- Wood and brick buildings
- Site 3 – mixed views. Some thought up to 6 stepping down to the canal, some thought lower.
- Site 2 – think should be low because enough tall buildings around roundabout.
- Mixed use – less blocks, more articulation, more glass, green, sociable space, space between buildings

Orange Group

- Site 1: 3-4 storeys. Views. Step up away from road and town. Views from Felden and Canal improves. Village/rural feel. Emulate style by Steam Coach.
- Site 2: 3-4 storeys. Similar principles to Site 1. Similar to recent Apsley Lock developments.
- Site 3: Similar height to 1 but houses facing canal.
- Site 4: Suggested 2 areas – B&Q South: 3-4 storeys, North: Taller, stepped back from road 2 storeys going up to 8 (at roundabout) and reducing as we go south.

Other notes from discussions that were not recorded as conclusions above:

- No tall buildings at Hemel Station – lower than 5 storeys
- Site 2 – no taller than 10 storeys on Two Waters/London Rd
- Site 1 – no taller than 6 storeys
- Building Design 15 is preferred
- Plan 15 encourages community
- Site 1 – max 4 storeys (underground car parking into flood plain)

Table 5 – Theme: Building design and integration - Afternoon consultation

Pink Group

- Design styles 15 and 21 preferred
- Mixed building heights appropriate to context
- Good design
- Like 11, 9, 2 (5 maybe)
- Higher buildings at Plough roundabout
- Station site – design like 2 and 4 – redesign to be more ‘open’
- Site 4 – 17,18 and 20 design

Aqua Group

- Good quality
- Mix of heights
- Higher near Plough roundabout
- Terrace down Two Waters (A41 to traffic lights)
- Top end – 17 storeys
- Art Centre
- Site 3 – ecology/wildlife corridor to moor/lakes
- Site 1 – office opportunity (taller element?)
- Boulevarding – trees along London Road

Orange Group

- Mix of uses
- Mix of housing – range – bungalows, flats and 2-5 bed houses
- Mixed community
- Apsley Lock, Fourdrinier Way – good development, design/character and mix
- Gardens and space – important
 - 1 bed houses are not being built



- Enhance “community feel” in keeping with existing
- Infrastructure essential – schools, road

Green Group

- Infrastructure – schools, hospital GP
- Apsley and Berkhamsted design examples
- Height at Plough roundabout
- Protect moor – consider impacts upon this from development
- Character – roof profile – pitched
- Site 3 and west of Site 2 – statement architecture/buildings

Blue Group

- Design to be good – bricks, roof pitched
- London Road frontages – existing property relationship
- Mixed views around Symbio
- Sustainable design – PV, green roof, water usage
- Apsley Lock and Berkhamsted by canal = good design
- Site 1 – 3 storeys, no higher
- Site 4 – Plough Roundabout – higher – relationship to existing taller buildings
- Limited capacity for taller buildings
- Trees – soften edges of development

Other notes from discussions that were not recorded as conclusions above:

- Likes design 4 but also pitched roofs
- Need to develop mixed flats and houses at the north of Site 4 and inside Site 3
- Apsley Lock and the area of London Road just east of Durrants Hill Road are very good for younger families.
- New flats near Apsley station in “Warehouse” style, in keeping with area
- Important to keep/build community structure, otherwise development delays

- Housing along London Road (the stretch from Site 1 to 2 inclusive) needs traditional housing, 3-4 storeys max with local character
- One or two statement blocks could be situated at Plough Roundabout

3.3 Prioritisation exercise

3.3.1 A reminder of the methodology of the prioritisation exercise

We wanted to give the participants the chance to express which of the many ideas, comments and conclusions produced by the groups were the most important to them personally.

To express this choice, each person was given three sticky stars. We asked them to stick a star next to their top three conclusions on the flip charts that had been produced throughout the workshop. They could put one star next to three different items, or stick all three stars on one option if they felt it mattered above all else.

3.3.2 Implementation of the exercise

Whilst many residents said that they found this to be a very valuable exercise, a few were unhappy with this element of the event. Some said that they felt three stars were not enough as they wanted to be able to express a larger number of priorities. One person said that they feared that by choosing priorities it would undermine the importance of all the other comments and ideas.

3.3.3 The results of the exercise

Suggestions calling for the same idea or action have been combined to reflect the feeling of both consultations. For clarity, where items have been combined, the exact text as written by the participants is still listed in full. The separate lists of the morning and afternoon priorities are available in Appendix C.

Table 3.3 The consolidated results chart from the Prioritisation Exercise

| Priority | Number of stars |
|--|-----------------|
| Sustainable transport: Consider options, buses cycle etc; shared communal/parking areas; Realistic about current use and need for cars and parking provision but consider future transport options to reduce car use; Park and Ride/ | 11 |

| | |
|--|---|
| Behaviour/Culture change Make car unattractive – but need to ensure provision of bus/cycle/pedestrian links; Change of behaviour – communicate that Two Waters is a sustainable transport hub with good rail links; Sustainable transport: Encourage public TransPDA at new business/retail developments; Encourage cycles; ‘Boris Bikes’ at key sites; Improve links/ safe routes; Communicate bus travel sources | |
| Site 1 – 3-4 storeys. Views. Step up away from road and town. Views from Felden and Canal improves. Village/rural feel. Emulate style by Steam Coach; Site 1 – 3 storeys, no higher | 8 |
| Tow path and access improvements along whole length of canal; Tow path surface improvements and improve all access points for buggies, wheelchairs etc; Improve tow paths and access to/from them | 8 |
| Concerns that discussions at consultation will be taken over by planning application ie Masterplan too late! | 7 |
| Maintain improve vistas from and onto the moors and Felden/Roughdown and Boxmoor | 7 |
| No development taller than 3-4 storeys high | 7 |
| Affordable parking at station and more spaces; Affordable station parking and more of it; Station Multi Storey car park?; Station Car Park management issue | 6 |
| Improved bus services – station/TC/Maylands; Review bus routes/usage; Regular and cost effective bus travel | 6 |
| More family focused housing; Site 1 + 2 focus on family housing; Site 2 – Residential (family mix) with obvious school | 6 |
| New development parking spaces need to be realistic – there will be cars!; Development – be realistic about spaces per unit | 6 |
| Improved links to station (pedestrian, cycle and bus)/Sustainable transport routes to station/Direct bus link between Hemel and Apsley stations | 5 |
| Apsley Lock and Berkhamsted by canal = good design; Apsley Lock, Fourdrinier Way – good development, design/character and mix | 4 |
| Controlled parking - Review existing staggered times, Ensure enforcement of illegal parking; Controlled parking – Review have staggered times not all day; Consider better enforcement of illegal parking and controlled parking review | 4 |
| London Road congestion issues; London Road issues – traffic speed and parking on pavements | 4 |
| Mixed building heights appropriate to context | 3 |
| Site 1 – no taller than 6 storeys – flooding | 3 |
| Site 3 – Multi-functional commercial build ie Art Gallery in landscape setting (social enterprise?) | 3 |
| Site 4 – Taller building at roundabout going down towards Site 3 residential and second primary to serve | 3 |
| Sunnyside site make more visible and promote to public; Open up Sunnyhill Trust (visual and advertising – awareness) | 3 |
| Widen Durrants Hill bridge/Widen of Durrants Hill | 3 |

| | |
|--|---|
| Keep Site 3 green | 2 |
| Open Durrants Lakes (currently hidden)/Durrants Lakes is unknown – open the area up to the public and promote/advertise it | 2 |
| Signage improvements; Improve signage/info at key points ie Station, Two Waters Road | 2 |
| Site 1 – Gateway mixed use with rail/residential/parking | 2 |
| Behaviour change - Car free flat system at planning stage but need to ensure alternative transport in place | 1 |
| Better use of GP Surgery | 1 |
| Boulevarding – trees along London Road | 1 |
| Consideration and protection for wildlife | 1 |
| Design to be good – bricks, roof pitched | 1 |
| Height at Plough roundabout | 1 |
| High rise not in character | 1 |
| Infrastructure – schools, hospital GP | 1 |
| London Road frontages – existing property relationship | 1 |
| New build sustainable transport without penalising existing builds | 1 |
| Provide educational facilities to use moors/Durrants/Sunnyside | 1 |
| Site 1 – Office and transport hub including bikes/ E vehicles MSCP | 1 |
| Site 2: 3-4 storeys. Similar principles to Site 1. Similar to recent Apsley Lock developments. | 1 |
| Site 3 and west of Site 2 – statement architecture/buildings | 1 |
| Walking buses for schools | 1 |

3.3.4 DBC Response to the Prioritisation Exercise

Due to the large amount of data collected and based on feedback from participants, DBC acknowledges that there was too much information to be looked through and analysed meaningfully by participants during the limited time. Therefore, whilst DBC will be taking in to account the prioritisation, DBC will be looking at all emerging priorities from all discussions to ensure that that all comments and ideas are taken in to account.

3.4 In Tray contributions

As explained earlier, we supplied workshop participants with an “In Tray” where they could add notes on any topic that did not fit into the discussions on their tables. This is the record of those notes, which have all been passed on to the appropriate Council Officer or Department.

Table 3.4: Morning Session In Tray contributions

| |
|---|
| Does this process have time to impact Planning Applications already in for 499/501 London Road |
| Beacon Developers already submitted plans – will they be passed without reference to what is decided re height |
| There should be evening meetings to accommodate residents who work – I took a day off work |
| Evening consultation sessions needed |
| Use of social media to reach community/get feedback |
| Run consultation on parking please! |
| Kodak Tower parking underutilised due to costs |
| <u>Submitted</u> plans may be good. Play Devil’s Advocate and consider what an aggressive developer could do to suit <u>themselves</u> not the <u>community</u> . |
| There is a feeling that the Council are on the Developers side rather than the Residents |
| The high rise at Aldi was unwanted but went ahead anyway – we felt that we were asked our opinion for lip service – it made no difference! |
| Evening consultation too please |
| Please thank Bin Men who collect from Puller Road who negotiate selfish parking every week |
| Could location of station (HH) and (Apsley) be moved? |
| Communication to <u>ALL</u> in this area needed |
| Include communication in Dacorum Digest |
| Need improved roads and pavements |

| |
|--|
| Please can we have a face to face group meeting to discuss controlled parking in Boxmoor |
| The consultation was not made accessible to enough people. It excluded people that can't take time off work eg teachers, people that are self-employed, people with very young children to name but a few. In my view there has not been enough opportunity for transparency. |
| Please improve the way you communicate with residents about things like the consultation. Not many people had heard about it. I estimate that only around 30 residents will have been represented today. For something that will affect so many people in the area, that is not good enough. |

Table 3.5: Afternoon Session In Tray contributions

| |
|---|
| Design detail and attention to detail create sense of place |
| Blackbirds parking zones |
| Speed up parking scheme implementation (Boxmoor) |
| Marlowes parking particularly outside multi storey and shops all uses |

Table 3.6: DBC responses to the In Tray contributions

| In Tray topic | DBC Comment on In Tray |
|--------------------------------|--|
| Existing planning applications | Planning applications submitted prior to the completion of the masterplan will be considered in accordance with the usual planning application process. In the absence of any planning guidance, the Council cannot control planning applications coming forward and more importantly we cannot refuse them without relevant guidance for material consideration. We are working as quickly as possible to get the masterplan in place but need to ensure that the document is robust. The new masterplan will eventually give us a sound document to guide new development in the area and avoid inappropriate development. |

| | |
|--|--|
| <p>Communications and timings of the workshops</p> | <p>The workshops were scheduled during the day to ensure that a mix of public as well as key stakeholders such as Network Rail, Boxmoor Trust, Hertfordshire County Council and local Councillors were available to attend to contribute to discussions and respond to queries that arose during the day.</p> <p>A small number of people contacted us with concerns regarding the timings of the workshops and in response were given the opportunity to feed into the consultation by sending their thoughts on the same issue discussed during the workshops.</p> <p>There will be further opportunity to comment on the draft Masterplan later in the year when it goes out to consultation. More information will be available at www.dacorum.gov.uk/regeneration</p> <p>Following the first round of consultation held in November, which was widely advertised via the local newspaper, community noticeboards, local schools, Dacorum’s website, Dacorum Business Ambassadors, Council social media, and then shared on local social media groups, local businesses we received written responses from around 190 residents and stakeholders. Priority invitations to the January workshops were sent to each of the respondents who had indicated that they would like to have future involvement. The remaining spaces were then advertised via the Councils social media pages, local Councillors and ‘shared’ with other community pages such as Keep Boxmoor Beautiful and Hemel Hempstead Community and Conversation.</p> |
|--|--|

4. Conclusions

The overwhelming and repeated message was that the residents wanted developments that were designed to complement the surrounding buildings. They wanted imaginative designs with the right character to create a village or community feel for the Two Waters development as a whole.

It was felt important to consider the views and vistas onto and from the moors. Green space should be protected and access opened up to Durrants Lakes.

Congestion was highlighted as a major issue in the area and there was agreement that public transport needs to be improved along with other creative solutions to ease the issue.

There was general support for Sites 1 and 2 being used for low-rise residential or mixed use with a family focus. Although there was mixed opinion on acceptable heights there was a preferred view that 3 – 4 storeys would be appropriate. Feedback emphasised the need to avoid creating dormitory areas with no community facilities. There was mixed opinion on what use should be made of Site 3 with residential being acceptable to some and other groups expressing that there should be no development on Site 3. Site 4 was seen as appropriate for mixed use with taller buildings up to 17 storeys permitted closer to the Plough roundabout.

The conclusion of the prioritisation exercise shows that the Masterplan must recognise the importance of providing sustainable transport. All groups agreed that excellent public transport links and pedestrian routes were needed to and from the station and town centre. A number of the participants were concerned by the existing lack of provision of car parking at the station. The participants also wished to encourage good cycle and pedestrian access to the developments. Improvements to the access given by the tow path were also deemed important.

5. Evaluation form responses

At the end of each workshop, every participant was asked to fill in an evaluation form which consisted of the questions below. Each question was scored out of 5, where 0 was judged to be very poor and 5 was excellent. The results from both workshops have been collated at the bottom of the table.

| How useful and relevant did you find today's event? | How useful did you find the Consultation café approach | Were the materials and information presented in a clear and informative manner? | How suitable was the venue for the event? | What did you think of the performance of the facilitators? | 3 words to describe today's event | Other notes |
|---|--|---|---|--|--|---|
| 5 | 5 | 4 | 4 | 4 | Informative, Helpful, Useful | |
| 4 | 4 | 5 | 5 | 4 | Interesting, Challenging, Inconclusive | |
| 4 | 5 | | | | | Will planning in the area be put on hold until all of this is considered? |
| 5 | 5 | 5 | 5 | 5 | Informative, well planned | |
| 5 | 4 | 5 | 5 | 4 | Informative, Helpful | |
| 4 | 5 | 4 | 4 | 4 | Efficient, informative, helpful | |
| 4 | 4 | 3 | 4 | 4 | Efficient, Encompassing, Relevant | |

| | | | | | | |
|-----|-----|-----|-----|-----|---|--|
| 4 | 5 | 4 | 4 | 4 | Interesting, Challenging, Engaging | Mainly good. Last session facilitator (traffic) was not open about plans etc already made but she was in difficult position conflict as resident/Council rep |
| 5 | 5 | 4 | 5 | 5 | Useful, Organised, Comfortable | |
| 3.5 | 4.5 | 3.5 | 3.5 | 3.5 | Informative, Useful, thought provoking | |
| 4 | 4 | 4 | 4 | 4 | Informative, Frustrated, Despondent | Ran out of time - feeling down hearted after final group discussion - if roads can't be sorted and there's no money what's the point |
| 4 | 4 | 4 | 5 | 5 | | |
| 5 | 5 | 4 | 5 | 5 | Organised, Consensus, Thought provoking | |
| 4 | 4 | 4 | 4 | 3 | Informative | The stars method is not helpful |
| 4 | 4 | 4 | 4 | 4 | Informative, Organised, Unknown | Must play Devil's Advocate, not be too idealistic about developers sticking to minimalist plans! No underground car parks on flood plains. Need more stars! |

| | | | | | | |
|-------------|-------------|-------------|-------------|-------------|---|--|
| 4 | 3 | 4 | 5 | 3 | Interesting, Prompt, Organised | Hated stars idea - not needed and patronising |
| 4 | 4 | 4 | 4 | 4 | Interesting, focused, useful | Needed another star for "parking" |
| 4 | 5 | 4 | 5 | 4 | Informative, Well -run, Organised | Helpful to have idea of questions in advance though I hadn't been able to check email so this may have been sent |
| 4 | 4 | | | | | |
| | | | | | | |
| 80.5 | 83.5 | 69.5 | 75.5 | 69.5 | Total points awarded | |
| 4.24 | 4.39 | 4.09 | 4.44 | 4.09 | Average points awarded per participant | |

| Afternoon Workshop | | | | | | |
|--|---|--|--|---|--|--|
| How useful and relevant did you find today's event? | How useful did you find the Consultation café approach | Were the materials and information presented in a clear and informative manner? | How suitable was the venue for the event? | What did you think of the performance of the facilitators? | 3 words to describe today's event | Other notes |
| 4 | 4 | 4 | 5 | 4 | | |
| 4 | 4 | 4 | 3 | 4 | Informative, Interesting, Useful | (About venue) No coffee in room, heating loud |
| 4 | 5 | 4 | 5 | 5 | Interesting, enjoyable, useful | |
| 4 | 4 | 4 | 3 | 4 | | Coffee inside room would have been nice |
| 4 | 4 | 4 | 5 | 4 | | |
| 4 | 4 | 4 | 4 | 4 | Interesting, Informative, Collaborative | Very well run event |
| 4 | 4 | 4 | 4 | 4 | Informative | |
| 4 | 4 | 4 | 4 | 4 | Good | |
| 5 | 5 | 5 | 5 | 5 | | Well managed/structured. Clear topics/discussion points. Council staff very helpful. |
| 4 | 4 | 4 | 4 | 4 | Easy, informative, fun | |

| | | | | | | |
|-------------|-------------|----------|-------------|------------|--|--|
| 4 | 4 | 4 | 5 | 4 | Informative, Interactive, Engaging | |
| 5 | 4 | 3 | 5 | 5 | Engaging, Well organised, Got through all topics | Facilitators very organised, accommodating of all opinions. Some of the A3 documents had excellent info EG CP2 but were not highlighted. Images of architectural buildings is hard to manage expectations of what will come forward. |
| 4 | 5 | 5 | 4 | 5 | Useful | Fine so long as DBC take notice! |
| 4 | 4 | 4 | 4 | 4 | | |
| 3 | 4 | | | | | |
| 4 | 4 | 3 | 4 | 3 | Interesting, diverse, informative | |
| | | | | | | |
| 65 | 67 | 60 | 64 | 63 | Total points awarded | |
| 4.06 | 4.19 | 4 | 4.27 | 4.2 | Average points awarded per participant | |

6. List of participants

Morning consultation

| | | |
|-------------------|------------------|-----------------|
| Heather Al-Jawad | Andrew Charlwood | Jacqui Parr |
| Wael Al-Jawad | Abigail Evans | Amanda Parry |
| Alison Alexander | Rozz Evans | Leigh Parry |
| William Allen | Neil Harden | Peter Phillips |
| Jill Broadbent | Ben Hosier | Lindsey Simpson |
| Tony Broadbent | Patrick Hughes | David Smith |
| Nick Brown | Pauline Hughes | Jacqui Smith |
| Stephanie Canadas | Kirsten Maidment | Vera Stimson |
| Odette Carter | Tricia Maloney | Rupert Thacker |

Afternoon consultation

| | |
|------------------|------------------|
| Alan Anderson | David Lomas |
| Angela Attard | Sarah Lovejoy |
| Bob Buckell | Marian Mackness |
| Odette Carter | Cllr Marshall |
| Margaret Elwick | Mr O'Connor |
| Nick Gough | Mrs O'Connor |
| Sam Graham | Rebecca Oblein |
| Dan Hardy | Matthew Rees |
| Cllr Tina Howard | Christine Ridley |
| John Ingleby | Mike Ridley |
| David Kirk | Ashley Stower |
| Kate Lewis | Andrew Williams |

Table Hosts and Scribes

Laura Wood (DBC)

Nathalie Bateman (DBC)

Jason Seed (DBC)

Claire Covington (DBC)

Tom Rudd (BDP)

Chris Taylor (DBC)

Gergana Draganova (BDP)

Stephane Lambert (DBC)

Robert Freeman (DBC)

Rebecca Williams (DBC)

Matthew Allsop (HCC)

Emma Cooper (DBC)

Jo Deacon (DBC)

Steve Wilson (DBC)

Shalini Jayasinghe (DBC)

Appendices to the Report on the Two Waters Masterplan Consultation Report held on 26th January 2017

Appendix A - Submissions to the consultation that were sent by email by people who could not attend the events

Please note: These submissions included the names and addresses of each resident, but to protect the personal data of individuals, this information has been removed for this report.

Submission 1

Thank you for the opportunity to respond to the questions raised during the workshop. Here are my responses:

1). Mixed land use would be preferable to balance out residential and commercial use. There should also be land use for additional amenities that would be required such as doctors and education facilities.

2) a) I think it is essential to understand in more detail (by conducting a local survey or similar) how people are using London Road and what their end destination is. Once you know that then it is possible then to assess whether public transport can support but also any planning development should be reviewed with a realistic view on additional congestion.

B) To manage congestion, I think that there should not be high density developments near to current points of congestion (eg. The roundabout by the train station and fishery road).

3 b) there needs to be more provision for parking at the station. And with any new development, there needs to be a realistic amount of parking available.

4a The moor land that runs along London road should be protected.

5) I am very opposed to taller/high density development in the area by the train station. It is completely out of keeping with the local area (one of the considerations of the master plan) and would cause strain on an already stretched infrastructure. The building designs outlined in the document entitled building design do not seem to reflect some of the designs that have been shared by developers for taller/high density buildings. In the document most of these would in principle be OK as they do not go any higher than 5 storeys - my preferences would be for 11, 8, 9 and 5.

I would like to add that I am happy to take part in any further consultations - I also assume that any current planning application in the area will be sympathetic to the master plan consultations to date.

Submission 2

Good Afternoon,

Unfortunately due to the timing of the consultation workshop I was unable to attend however, have completed the online survey.

Whilst I understand and agree that the Two Waters area is in need of regeneration, it has to be in keeping with the local area.

The lower London Road area (by the moor and the station) is a particularly beautiful area and has to be regenerated sympathetically. This cannot happen if tower blocks or 'taller buildings' as it seems they are being referred to as are to be built there.

This part of the redevelopment should be have buildings no bigger than are presently in the immediate are, so perhaps 4/5 storeys high.

Hemel Hempstead is a reasonably nice town with Boxmoor being the most picturesque part, we don't have any other residential part that is as nice, why would we want to damage that are with a tower block/taller building and everything that that brings with it?

In conclusion, whilst I agree with regeneration and some of the master plan, I will continue to object strongly to any further tower block/taller buildings.

Submission 3

Response to Two Waters Consultation

30th Jan 2017

I strongly believe that local residents should have a strong voice in the development of this area,

1a and b Land use. Site 1. Mixture of residential and business; mostly residential with the business use closer to the station. I am not against new development but want it to be appropriate.

Site 2. Mixture of residential and business; mostly residential with the business use closer to Two waters way and the traffic lights at Two Waters.

Site 3. Open space or residential

Site 4 Employment or retail, possibly some housing south of the canal.

2a and b It is going to be very difficult to persuade people not to take their cars to the station. Regular and reliable public transport, preferably not petrol or diesel, linking Hemel Station to Hemel Hempstead centres and Maylands might help. Providing better car parking sounds like a good idea on the face of it but would just encourage more traffic in the area, so I don't think this is an answer. I am a leisure cyclist and use the new cycle path but I would not want to have used my bike to get to the station for work. As a teacher (now retired), I had books to carry and wanted to look smart when I arrived at my work place. I am also aware that most people would be cycling up hill to get home from the main station,

not something that is much fun after a full day's work. Dedicated cycle paths, where these can be created, might attract a few people out of their cars though.

3a and b See above. As long as there are charges for parking at the station, people who can't be persuaded out of their cars will always use the nearby roads. I live in one of these roads where there is a ban on parking for one hour in the day, around midday, and this has worked well for us but I suppose the cars have simply moved elsewhere. Providing free/cheap parking at the station might take some cars off the nearby roads but would probably encourage more people to use their cars so I see the dilemma here. Perhaps people who can prove that they have used public transport, cycled or walked to the station could be given some sort of reward through the discounting of train tickets.

4a The Boxmoor Trust land in the designated area needs protecting as do the areas surrounding the canal and the River Bulbourne. Views of the Chiltern Hills towards Upper and Lower Roughdown and Felden need to be respected. Buildings adjoining the Boxmoor Trust land should be in keeping with the rural/village aspect of this area,

4b The Boxmoor Trust land is already well used. I like to see the land grazed and I am sure many other locals do. Dog walkers, walkers and runners use the area. In summer, people picnic by and paddle in the Bulbourne. Lots of photographers take photos. Events are held on the Moor. There is an excellent children's adventure playground near Camelot Rugby Club; something like that in Site 3 might be a good idea.

5a For the area bounding the Boxmoor Trust land, I prefer 6, 11 and 8 followed by 4, 5 and 2.

b I would limit building height in this area to 4 stories. I believe that high rise dwellings should have no position in the area as they would not fit in with the "sense of place". I also believe that high rise residential buildings are not places where families live happy and fulfilled lives. I believe that various academic studies back up this view. We already have the old Kodak building and this is one high rise building too many in my opinion. I was appalled that planning permission was granted for the Beacon. This type of development might be appropriate for canary Wharf but not here bordering the Moor.

Submission 4

Question for the Two Waters consultation

Vision for Two Waters:

"Two Waters will become home to thriving well connected sustainable neighbourhoods, integrated with high quality accessible open space, rivers and Grand Union Canal. A clear movement network will enhance connectivity through the space and from key movement gateways such as the stations and A41 to key focal points including the town centre and Maylands Business Park. New high quality development will take account of existing context and enhance and respect surrounding neighbourhoods".

1. We want to ensure new development creates a good 'sense of place' and improves the wider area. In order to deliver a positive 'sense of place' firstly, the best locations for new land uses needs to be established. The masterplan will set out the framework for delivering 'mixed-use' development in the Two Waters area including residential development, employment land, retail and commercial uses, education and health, transport infrastructure etc.

a) What land uses should we consider?

Residential, light industry and retail.

b) What are the best locations for these land uses?

Keep land use linked to its current pattern. Site 1 = Residential. Site 2, 3 = light industry and site 4 = retail

2.) At the last consultation, respondents expressed concern for congestion in the area. Dacorum Borough Council is working with Hertfordshire County Council to assess the potential for a more holistic approach to transport which will be embedded within HCC's forthcoming Growth and Transport Plan for South West Hertfordshire. Whilst highways improvements will be made where possible, in general, there is a need to reduce the dominance of cars on London Road.

a) How can we improve pedestrian, public transport and cycle access and movement within Two Waters and to the wider town, particularly to key destinations such as HH railway station, the town centre and Maylands Business Park?

A thorough survey about from where local residents are travelling and where they are going, needs to be conducted before a comprehensive strategy can be put in place. Introduction of clear cycle paths – currently there are very few. Bike hire scheme at HH station. More frequent bus links to and from the station at key times. Better bus links from outer boroughs into HH town centre.

b) How can we reduce congestion and improve private vehicular access and movement within Two Waters and to the wider town. This is particularly important in relation to key destinations such as HH railway station, the town centre and Maylands Business Park?

Cost incentives for car pooling – DBC could work with local businesses to offer petrol vouchers etc.

3. Two Waters is a neighbourhood with two railway stations. It has relatively good public transport links and is within close proximity to Hemel Hempstead town centre as well as Apsley and other local neighbourhood centres with good retail. It is envisaged that a proportion of residents are likely to use public transport for a majority of their transport needs with occasional car use.

a) How do we reduce the need for car parking in the area?

Two Waters does not have relatively good public transport links! If it did, we would not be suffering from the congestion we are currently experiencing. See answers to question 2.

b) How do we manage on-road parking, car parks and new parking provisions for strategic locations such as the railway station? Additional and more affordable parking needs to be provided at the train stations to prevent people parking elsewhere in the Two Waters area. Incentives for walking to the station. Possibility for additional housing to be built near the station for commuters – low rise (4 to 5 storeys), high density. Not high rise towers.

4.) The Two Waters masterplan area is home to a number of green spaces and has good access to local countryside.

a) What do you think are the key green spaces in the area that need to be protected?

The Moors and Heath Park. Also, views from Roughdown Common.

b) How can we promote the use of green spaces and wider countryside as part of the improvements in Two Waters?

Generally, the spaces are already used for their main purpose – recreation. Your main responsibility would be to not ruin the areas by destroying views with high rise towers and threatening precious local environmental gems such as the chalk streams. There is the potential to look at formats similar to those at Wendover Woods where they have a café, playground and adventure walks but mainly, keep the spaces beautiful and please respect the people who live around them and enjoy those spaces every day simply because they are untouched, peaceful and beautiful. (Already overlooked by the Kodak Tower – if there were more of these on the horizon the area would be ruined!).

5. Future development should create visual interest through a mix of architectural styles. Whilst building heights across most of the area should be in keeping with existing development, the most accessible locations in Two Waters, namely at Hemel Hempstead station and Corner Hall fronting the Plough Roundabout have been identified as suitable for taller buildings. Taller buildings should pay particular attention to their relationship with open spaces and views and retain a low to medium scale at street level by stepping back upper floors.

At the last consultation respondents were generally opposed to higher scale and density, with support provided for low scale residential development of a maximum 4 or 5 storeys in height. Where respondents agreed with suitable locations for taller buildings a maximum of 12 storeys was mentioned.

a) There are some examples of taller/high density development. Which examples do you prefer and why? Building 1 – I like the way that high density accommodation has been provided at a relatively low level. I have no problem with allowing 4 to 5 storey residential buildings to go up but anything higher than this is out of keeping with the general area. In my opinion, the Kodak Tower is a blip on Hemel's skyline! It ruins views from so many directions and for a second building of such height to be approved at the Two Waters cross roads is simply unbelievable! There are ways of providing high density accommodation without building 16 storeys high!

Building 9 – I like the way that trees have been used as screens.

b) How can tall buildings be integrated into the landscape to provide high quality development?

None of the buildings in the pictures, I would consider tall! All of the pictures show buildings of no more than 5 storeys which is an acceptable height. By using sensitive materials, such as wood and light brick a 5 storey building would sit into the Two Waters area without a problem. Anything over this height would ruin the views from many points of Two Waters and beyond and should not be allowed.

Appendix B - Photographs of the Flip Chart “conclusion” sheets generated by the groups

Morning session

Table 1

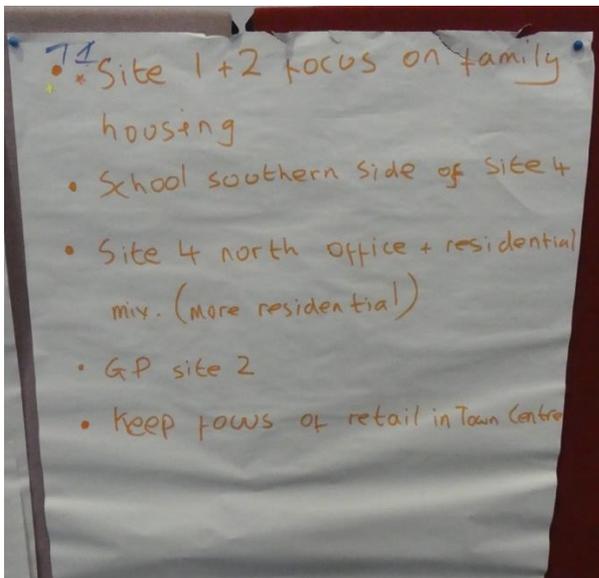
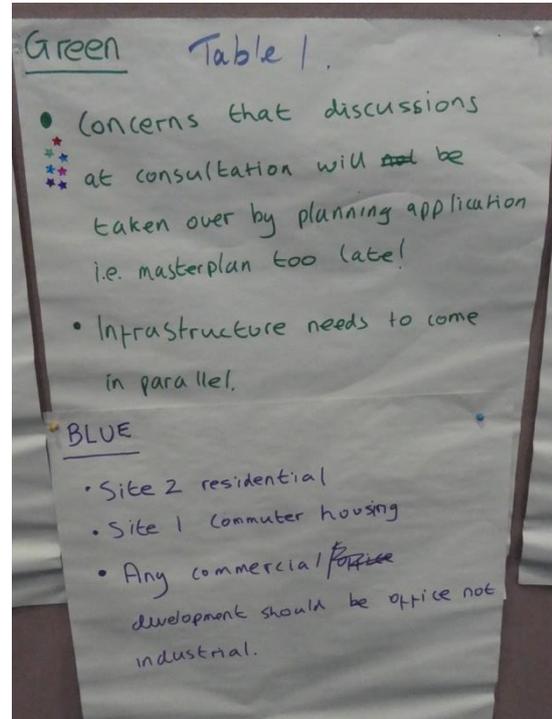
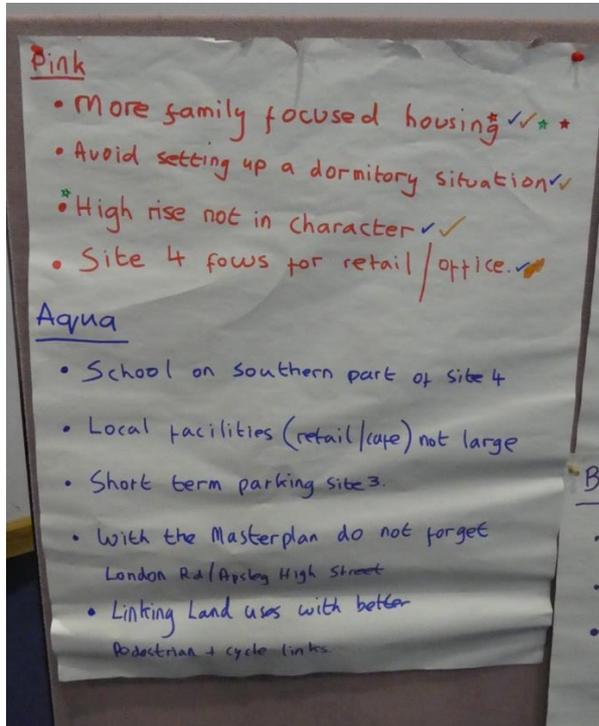


Table 2

Pink Group TABLE 2

Conclusions:

1. Shuttle bus (hop on hop off) from station to Maylands ✓
2. Increased number of cycle paths and clearer marking
3. Pedestrian crossings onto the moor

Aqua group

Conclusions:

1. Enhanced pedestrian and cycling links
2. Durrants Hill double width bridge
- ** 3. Direct bus link between Hemel and Apsley Stations
4. Extended parking at station

Blue Group TABLE 2

Conclusions:

- ① Affordable station parking and more of it *
- ② Improved links to station (pedestrian, cycle and bus)*
- ③ Control pedestrian crossing to favour pedestrians
- ④ Improve links to and from Moor (gates)

Orange group

Conclusions:

1. Affordable ** parking at station + more spaces
2. More information on bus routes and timetables
3. General improvement in cycle links

Green group

Orange group

Conclusions:

1. Affordable ** parking at station + more spaces
2. More information on bus routes and timetables
3. General improvement in cycle links

Green group

Conclusions:

- . London road congestion issues **
- . Train capacity - more carriages

Table 3

Yellow 3 TABLE 3

- x Station car park
 - capacity / layout / safety
- + Controlled parking - Review have staggered times not all day
- da Development - Be realistic about spaces per unit
- to Sustainable transport: Consider options - Budget etc Cycle
 - Shared / commercial parking on site
 - Realistic about car use & need for cars
 - Consider future transport options to reduce car use - Park & Ride

Red TABLE 3

- 4 Train Station
 - capacity / layout / safety
 - negotiate with management - Franchise renewal
 - multi storey
- ✓ Sustainable transport -
 - car club - Developer requirement or private operator
 - Cycle parking - accessible & routes - good signage - better routes / safe
 - 'Boris' Bike Scheme @ key locations - Developer requirements - high quality
- + Controlled parking - consider
 - Renewal of existing staggered control times to alleviate overspill
 - Remove all day restrictions

Green TABLE 3

- x Station car park
 - Lack of capacity
 - management issue
 - Safety & Security / lighting
 - Multi storey?
 - Enforcement issues
 - Commuter overspill
 - COSTS
- Realistic Research RE TRAVEL NEEDS & parking - Behaviour
- x LA 3 - CAPACITY / TRANSPORT links
 - commuting via two waterways
 - Shuttle Bus facilities
- x Public transport network
 - Communication of services
 - Availability of services
 - MLI - SCOURG

Blue 3 TABLE 3

- x Sustainable & Reliable transport
 - x Shuttle Buses
 - x Regular & cost effective bus travel
 - x Businesses to provide / pay for transport
 - x Park & Ride - proximity
 - x Identify land for road parking temporary or long term.
- *
 - 2) Controlled parking - needs resident buy-in early stage
 - Review types of controls
 - IS IT - PEAK TIME ISSUE
- 3) New development - parking spaces need to be realistic. There will be cars!

AQUA - 3 TABLE 3

- * Station - Remember Apsley & NEMEL.
 - Consider similar capacity layout / Safety issues
- * Controlled parking - Review Existing
 - Staggered times
 - Enforce enforcement of illegal parking
- * Sustainable transport - Encourage Public transport at new retail/business developments
 - Encourage cycles
 - Bike bikes @ key sites
 - Improve links / safe routes
 - Communicate bus travel services for parks
- * Encourage use of underused parks
- * Realistic about parking @ new developments.

Table 4

GREEN GROUP TABLE 4

- * KEEP THE MOORS AS MAIN INFLUENCE / STYLE GUIDE FOR FUTURE DEVELOPMENT.
- * NO DEVELOPMENT TALLER THAN 3-4 STOREYS HIGH
- * IMPROVE ACCESS TO RAUGHDOWN / FEWEN FROM ~~WEST~~ LONDON ROAD.
- * MAINTAIN VISTAS TO & FROM THE MOORS
- * IMPROVE MARKET & IMPROVE KNOWLEDGE OF DURRANTS LAKES
- * NO ENCROACHMENT INTO THE MOORS OR GREEN / OPEN SPACES
- * TAKE FULL CONSIDERATION OF ENVIRONMENTAL ISSUES / WILDLIFE / POLLUTION FOR ANY DEVELOPMENT / INFRASTRUCTURE @ PROJECTS

AQUA GROUP

- * OPEN DURRANTS LAKES (CURRENTLY HIDDEN)
- * IMPROVE ACCESS TO LAKES
- * SITE 3 POSSIBLE VISITOR CENTRE / CAFE / CAR PARK
- * IMPROVE TOWN PATHS - ACCESS TO & FROM
- * DEDICATED CYCLE PATH HH SIDE - TO APSLEY BORDERS STYLE SCHEME ALONGSIDE CANAL OR OTHER SIDE RAILWAY LINE
- * ~~OPEN GREEN SPACES~~ MAKE GREEN SPACE MORE ACCESSIBLE TO HOME TOWN
- * IMPROVE TOWN CENTRE ACCESS TO MOOR / STAY / PARKING
- * INFORMATION BOARD / MAPS FOR PUBLIC INFO & DIRECTION

ORANGE GROUP TABLE 4

- * MAINTAIN IMPROVE VISTAS FROM THE MOORS & FEEDS/RANCHDOWNS (FROM & QWTO) & BOXMOOR. * * * * *
- * PRESERVE OPEN SPACE FEELING.
- * MAINTAIN ^{VILLAGE} RURAL "FEELING" WITH LITTLE DEVELOPMENT.
- * REPLACE "UGLY" BUILDINGS WITH DEVELOPMENT MORE IN KEEPING WITH THE AREA
- * IMPROVE TOWN PATHS
- * RETAIN CURRENT ACCESS TO CANAL/RIVER/MOOR
- * MORE/IMPROVE ACCESS TO FEEDS WOODS FROM THROUGH STATION AREA

BLUE GROUP TABLE 4

- * IMPROVE EDUCATION/INFORMATION FOR DURRANTS LAKE/MOORS/CANAL ETC.
- * IMPROVE SIGNAGE/INFO AT KEY POINTS (R STATION/TWO WATER ROADS)
- * IMPROVE QUALITY OF ALL EXISTING FOOTPATHS
- * OPEN UP SANDYHILL TRUST* (VISUAL & ADVERTISING-AWARENESS)
- * WORK WITH LOCAL GROUPS/SCHOOLS ETC TO IMPROVE AWARENESS/USE OF THE VARIOUS GREEN SPACES
- * IMPROVE CORNER HALL / OPEN UP AREA & THE HISTORIC BUILDINGS

PINK GROUP. T4.

- * KEEP OPEN SPACE
- * OPEN/IMPROVE ACCESS TO & FROM MOORS/DURRANTS/CANAL TOWN PATHS TO RESIDENTIAL & EMPLOYMENT AREAS
- * PROVIDE EDUCATIONAL FACILITIES TO USE MOORS/DURRANTS/SUNNY ^{SIDE.} * *
- * ACCESS OVER/UNDER TWO WATER ROADS
- * ACCESS TO MOOR OPPOSITE SITE 3 & TO MAKE THE AREA MORE ACCESSABLE & USEABLE BY PUBLIC & RUGGED/NATURAL CHILDREN'S PLAY.

Table 5

PINK GROUP

- In general a more 'village feel'. Buildings that blend in. Eg: Milton Keynes.
- Apley Lock example of good design.
- Need to protect & make use of views.
- SITE 4 - 4 storey → considers to Moor + view area to north east
- SITE 2 - 6 storeys → stepping down to road.
- SITE 1 - 4 storeys in basin with area. Picture 6
- SITE 3: Recreational / green area.
- SITE 2 & 3: Should mirror each other

AQUA GROUP

- Plough roundabout → Grand Union Canal most appropriate for tall buildings + high density. Parking can be reduced due to proximity to town centre.
- SITE 1 - No taller than 6 storeys → Flooding Station → lower than 5/4
- SITE 2 - No taller than 10 storeys on 2 water London Rd. Family orientated. Not for commuters.
- SITE 2 - Sloping down. Max 8-10 storey buildings.
- SITE 2 - Single landmark building with laser brick built building giving better view
- Building # 15 preferred.

BLUE GROUP: T5

General building design style
Brick - but mixed opinion. Some felt more modern like glass app. for near roundabout. Apley lock good example of style.

SITE 4: 9 near roundabout
Stepping down to Lavenham and canal. (below 9) Lower towards to south.

SITE 3: Mixed opinion perhaps higher near road. possibly 4-5 storeys.

SITE 2: Taller buildings along line. Higher than SITE 1
Lower than site 2 4 storeys.

- London Rd overlooking site. 2, 3, 4 storeys → results of a survey. Sympathetic → Village style. eg: Apley Lock.
- Wood & brick buildings.
- SITE 3: Mixed views. Some thought upto 6 stepping down to the canal. Some thought lower.
- SITE 2: Think should be low because enough tall building around roundabout.
- Mixed use - less blocks, more articulation, more glass, green, sociable space, space between buildings.

SITE *** 3-4 storeys Views

between buildings.

SITE 1: 3-4 storeys. Views
 * Step up away from rd.
 retain Views from felden & Canal
 improves. Village/rural feel.
 Emulate style by Beam Coach.

SITE 2: 3-4 storeys. Similar
 Principles to site 1.
 Similar to recent ^{to pitley lake} developments

SITE 3: Similar height to 1 but
 houses facing canal.

SITE 4: Suggested 2 areas
 BBQ & → South: 3-4 storeys
 → North: Taller → stepped
 back from road 2 storeys (possibly)
 going upto 8 (at roundabout) &
 reducing as we go → South.

Afternoon session
Table 1

TABLE 1 - Blue

- Central, accessible school on site 2
- Small scale retail in zone 1
- Access to GP rather than new provision.
- Logic to Residential in area 4.
- Site 3 - not residential, possible retail?

Table 1 - Red.

SITE 1 - GATEWAY MIXED USE WITH RAIL/RESIDENTIAL/PRN
 2 - GOOD RESIDENTIAL - MIX SITE/TENURE - FAMILY HOMES
 3 - EXPANSION & INTEGRATION AS OPEN SPACE.
 4 - RESIDENTIAL WITH SCHOOL INTEGRATED

SITES 1 & 4 - LOOK AT DROP OFF AREAS
 GOOD EXAMPLE - EX JOHN DICKINSON/CAYENISH SITE

TABLE 1 - AQUA

SITE 1 - OFFICE & TRANSPORT HUB INCLUDING BIKES/WHEELS
 MSC.P.
 2 - RESIDENTIAL - DON'T ^{LOSE} JOBS.
 3 - MULTI FUNCTIONAL COMMERCIAL BUILD W. RET GALLERY IN
 LANDSCAPE SETTING (SOCIAL ENTERPRISE?) ***
 4 - RESIDENTIAL / CAFE SOCIETY
 SCHOOL - GET CREATING & THINK OUTSIDE AREA
 - WALKING SCHOOL?

TABLE 1 - ORANGE

- MIXED RESIDENTIAL ZONE 1 & 2
- KEEP COMMUNITY STRUCTURE - SCHOOLS & OTHER USES ETC
 - SELF CONTAINED & SUSTAINING.
- BETTER USE OF GP SURGERY *
- IMPROVEMENT TO SUNNYSIDE - GREEN ASSET/FOOD PRODUCTION.
- MIX OFFICE & RESIDENTIAL ZONE 4 - NR TOWN CENTRE
- FOCUS ON CONNECTIONS BETWEEN LAND USES

TABLE 1 - GREEN

- IMPORTANCE OF LAND VALUE ON ZONE 3 TO WIDE SCAMMOOR TRUST OBJECT
- SITE 1 - MIXED USE RESIDENTIAL (LOW) + SMALL LIMITED SHOPPING
 2 - RESIDENTIAL (FAMILY) MIX - WITH DIVERSITY SCHOOL. ^{PRN}
- 4 - TALLER BUILDING BY BUSHABOUT GOING DOWN TOWARDS SITE 3 *
 RESIDENTIAL & ZAP ^{PRN} → TO RESIDE
- POSSIBLE PRIMARY EDUCATION PROVISION *
- IMPORTANCE OF METROPOLIS HUBS

Table 2

Table 2 - Pink

- Widen Durrants Hill Road

Improved signage + Information

New build sus. transport without penalising existing builds.

Introduce Park + Ride system

Railway station integration with public transport network.

Improved bus service

TABLE 2 - Green

- * Reduced speed limits on Side Roads
- * Widen Durrants Hill bridge**

Pedestrian path improvements (moor + canal)

Locate a primary school to minimise school run congestion.

Table 2 - Blue

Improved bus services

- Station / TC / Maylands***
- Late night service

Signage improvements

Station to TC Pedestrian routes need improving

London Road issues *

- Traffic speed
- Parking on pavements

Increase capacity of station (HH) car park

Table 2 - Aqua

- Boris' bikes - station / TC / Maylands

Review bus routes / usage

Canal towpath upgrades

Waking buses for schools*

T2 - Orange

Access improvements along canal for cyclists + Pedestrians

Station car park capacity to be increased

- * Widen of Durrants Hill

Reliable bus service from station to TC / Maylands.

Table 3

Table 3 Blue

- * **Station car park** - Better capacity
 - maintenance & management of existing spaces
 - encourage use of 20 min pick-up points
- ↳ **Sustainable Transport** - Improvements to Cycle routes routes to station
 - Pedestrian wayfinding surfaces
 - canal surfacing
 - Better communication of existing services
- ↳ **change in behaviour**
 - Communicate that there's a sustainable transport hub
 - Good value links
- ↳ **Better parking & network access** to all retail units (Existing & Future)
- ↳ **Underused existing car parks**

Table 3 Green

- * **Station Car Parks**
 - Improve Capacity
 - Multi Storey
 - Improve management & fees
- ↳ **Consider Enforcement & Review of Controlled Parking**
 - Behaviour / Culture Shift
- ↳ **Development to Consider Thin Parking to encourage Sustainable Transport = Choice 1 car per unit**
 - Support reasonable development near transport hubs
 - Developers to offer bus travel incentives
- ↳ **Transport links** - needs to be fast/reliable & dedicated route/canogeway
 - Better communication of existing bus links
- ↳ **Manage parking expectations** for future generations
- ↳ **Better use of existing car parks**

TABLE 3 - Orange

- ↳ **Train Station** - Apsley & Hemeley
 - needs to be affordable
 - Better capacity
- ↳ **Sustainable Transport** - Consider
 - Better cycle routes - Road & canal paths
 - Bike & ride / Shuttle Bus
 - Bus travel Early & late services (Better communication of services)
- ↳ **Consider better use of existing car parks** ie Dunants
- ↳ **Better enforcement of illegal parking & consider review of controlled parking**
- ↳ **Review existing bus network & look for improvement** ie lights at Dunants & roundabout

Table 3 - Aqua

- * **Behaviour change**
 - Car Free Flat System @ Planning Stage but need to ensure alternative transport in place
 - cleaner / accessible / wifi enabled buses - better use
- ↳ **Enforcement & Controlled parking**
 - Consider offsite parking camelot
 - Better use of existing car parks - Dunants
 - Better wayfinding for car parks / cycle / pedestrian routes
 - Bike & ride schemes
 - offer commuter parking permits in existing car parks
- ↳ **Sustainable Transport**
 - Consider Shuttle 'used' Bus using new/current digital technology
 - communicate existing bus / transport services

Table 3 Pink

- ↳ **Sustainable Transport** - -
 - Identify travel needs especially those with little/no travel network & see how to resolve that with operators
- ↳ **Behaviour / culture change**
 - make car unattractive - but need to ensure provision of bus / cycle / pedestrian links
 - Better communication of existing bus services
 - provide reliable / affordable alternative travel
- ↳ **Consider better enforcement of illegal parking**
 - Controlled parking review
- ↳ **Better access / movement around Dunants Hill & better use underused car parks - Dunants car park**

Table 4

T4

Pink Group.

- * KEEP SITE GREEN *
- * DURRANTS LAKES IS UNKNOWN - OPEN THE AREA UP TO THE PUBLIC & PROMOTE / ADVERTISE IT *
- * RE SURFACE ALL TOW PATHS DURRANTS HILL TO FISHERY LN
- * PROTECT ALL MOORLAND TO MAINT ITS CHARACTER. (GRAZING & MANICURED AREAS)
- * PLANT TREES ALONG LONDON ROAD / TWO WATERS ROAD
- * PROVIDE ACCESS TO GREEN / OPEN SPACES FROM ANY NEW DEVELOPMENTS
- * PROVIDE SIGNAGE & INFORMATION TO RAGBOWDOWN / FEEDON / THE MOORS / DURRANTS / AYLESLEY / OVER RAILWAY & IMPROVE THE ACCESS POINTS.
- * PROVIDE PARKING FOR VISITORS TO GREEN SPACES

TABLE 4 - Aqua

- * BETTER USE & PROMOTION OF DURRANTS LAKES
- * TOW PATH & ACCESS IMPROVEMENTS ALONG WHOLE LENGTH OF CANAL. ****
- * IMPROVE / INCREASE ACCESS TO ALL OPEN SPACE
- * CONSIDERATION & PROTECTION FOR WILDLIFE
- * VIEWS ACCESS MOORS TO LONDON ROAD (POSSIBLE TREE SELECTION)

T4

ORANGE GROUP.

- * SUNNYSIDE SITE MAKE MORE VISIBLE & PROMOTE TO PUBLIC.
- * PROTECT VIEWS FROM MOORS TOWARDS LONDON ROAD
- * IMPROVE ALL TOW PATH & PROVIDE LIGHTING
- * PROMOTE & IMPROVE ACCESS TO DURRANTS LAKES
- * BLACKBIRDS MOOR IMPROVE CHILDRENS PLAY AREA TO ACCOMMODATE OTHER CHILDREN (10 FT)
- * PROTECT BLACKBIRDS MOOR & SURROUNDING AREA
- * PICNIC AREAS ACCESS THE MOOR.
- * IMPROVE / PROVIDE INFORMATION BOARDS / SIGNAGE / MAPS TO THE OPEN AREAS.
- * INFORMATION BOARDS REGARDING 2a PARTICULAR / SPECIAL WILDLIFE IN THE AREA

T4

GREEN GROUP

- * IMPROVE TOW PATHS & ACCESS TO / FROM THEM. *
- * OPEN DURRANTS LAKES TO THE MOORS
- * PROTECT ALL MOORS / GRAZING AREA.
- * IMPROVE FOOTPATHS / ACCESS OVER RAILWAY LINE TO OPEN SPACE BETWEEN RAILWAY / A41
- * FOCUS CHILDRENS PLAY TO BLACKBIRDS MOOR
- * SEATING ALONG THE CANAL.

BLUE GROUP.

- * TOW PATH SURFACE IMPROVEMENTS & IMPROVE ALL ACCESS POINTS FOR BUGGIES / WHEELCHAIR ETC *
- * KEEP ALL GREEN SPACES
- * NATURE TRAILS - SIGN POSTED / NOTICEBOARDS
- * IMPROVE STATION ROAD BRIDGE ACCESS DOWN TO MOORS & TOW PATH
- * INFORMATION AT 2 HILL RHYM SIGN TO TOWN & ACCESS MOORS
- * TREE PLANTING ALONG BOTH SIDES OF LONDON ROAD & TWO WATERS ROAD
- * LIGHTING AT TOW PATH ACCESS POINTS & POSSIBLE LOW LEVEL LIGHTING ALONG TOW PATH OR REFLECTIVE TAPE LINE

Table 5

TABLE 5 - Pink

- 15+21 - preferred.
- * Mixed building heights appropriate to context
- Good design
- Like 11, 9, 2, 5 (maybe)
- ~~High~~ Higher buildings at Plough Roundabout
- Station site - design like 2 + 4.
↳ Redesign to be more 'open'
- Site 4 - 17, 18 + 20 design.

TABLE 5 - AQUA

- good quality.
- mix of heights.
- Higher near Plough Roundabout
- Terrace down Two Waters (A41 to traffic lights)
- Top end - 17 storeys.
- Art Centre
- Site 3 - ecology / wildlife corridor to Moor/Lakes.
- Site 1 - office opportunity (taller element?)
- Boulevarding - trees along London Road.

TABLE 5 - ORANGE

- Mix of uses
- Mix of housing - Range
Bungalows, flats + 2 to 5 bed houses
- Mixed community
- Apsley Lock, Fourdrinner Way
↳ Good development *
↳ design / character + MIX
- Gardens + space - important
↳ 1 bed houses are not being built.
- Enhance 'community feel' - in keeping with existing
- Infrastructure essential - schools, road

TABLE 5 - GREEN

- * Infrastructure - schools, hospital, GP
- Apsley + Berkhamstead - design examples
- Height at Plough Roundabout *
- ~~Protect~~ Protect Moor - consider impacts upon this from development.
- character - roof profile → pitched
- * Site 3 + West of site 2 - statement architecture / buildings.

TABLE 5 - BLUE.

- = Design to be good
 - ↳ bricks
 - ↳ roof pitched.
- London Road frontages
 - ↳ existing property relationship.
- Mixed views around sybio.
- = Sustainable design - PV, green roof, water usage.
- Apsley Lock = good design * *
- Berkhamsted - by canal = good design
- Site 1 - 3 storeys or higher *
- Site 4 - Plough Roundabout - higher relationship to existing taller buildings.
- Limited capacity for taller buildings
- Trees - soften edges of development

Appendix C - The detail of the prioritisation exercise results by session

Morning Consultation

| Item | Number of stars | Came from Table/ Group |
|---|-----------------|------------------------|
| Concerns that discussions at consultation will be taken over by planning application ie Masterplan too late! | 7 | 1 Green |
| No development taller than 3-4 storeys high | 7 | 4 Green |
| Maintain improve vistas from and onto the moors and Felden/Roughdown and Boxmoor | 7 | 4 Orange |
| Site 1 – 3-4 storeys. Views. Step up away from road and town. Views from Felden and Canal improves. Village/rural feel. Emulate style by Steam Coach. | 7 | 5 Orange |
| New development parking spaces need to be realistic – there will be cars! | 4 | 3 Blue |
| Sustainable transport: Consider options, buses cycle etc; shared communal/parking areas; Realistic about current use and need for cars and parking provision but consider future transport options to reduce car use; Park and Ride | 4 | 3 Orange |
| More family focused housing | 3 | 1 Pink |
| London Road congestion issues | 3 | 2 Green |
| Affordable parking at station and more spaces | 3 | 2 Orange |
| Site 1 – no taller than 6 storeys – flooding | 3 | 5 Aqua |
| Site 1 + 2 focus on family housing | 2 | 1 Orange |
| Direct bus link between Hemel and Apsley stations | 2 | 2 Aqua |
| Controlled parking - Review existing staggered times, Ensure enforcement of illegal parking | 2 | 3 Aqua |
| Development – be realistic about spaces per unit | 2 | 3 Orange |
| High rise not in character | 1 | 1 Pink |
| Improved links to station (pedestrian, cycle and bus) | 1 | 2 Blue |
| Affordable station parking and more of it | 1 | 2 Blue |
| Sustainable transport: Encourage public TransPDA at new business/retail developments; Encourage cycles; 'Boris Bikes' at key sites; Improve links/ safe routes; Communicate bus travel sources | 1 | 3 Aqua |
| Regular and cost effective bus travel | 1 | 3 Blue |
| Station Multi Storey car park? | 1 | 3 Green |
| Station Car Park management issue | 1 | 3 Green |
| Controlled parking – Review have staggered times not all day | 1 | 3 Orange |
| Open Durrants Lakes (currently hidden) | 1 | 4 Aqua |
| Improve signage/info at key points ie Station, Two Waters Road | 1 | 4 Blue |

| | | |
|--|---|----------|
| Open up Sunnyhill Trust (visual and advertising – awareness) | 1 | 4 Blue |
| Provide educational facilities to use moors/Durrants/Sunnyside | 1 | 4 Pink |
| Site 2: 3-4 storeys. Similar principles to Site 1. Similar to recent Apsley Lock developments. | 1 | 5 Orange |

Afternoon Consultation

| Item | Number of stars | Came from Table/ Group |
|---|-----------------|------------------------|
| Tow path and access improvements along whole length of canal | 5 | 4 Aqua |
| Improved bus services – station/TC/Maylands | 4 | 2 Blue |
| Behaviour/Culture change Make car unattractive – but need to ensure provision of bus/cycle/pedestrian links | 4 | 3 Pink |
| Site 3 – Multi-functional commercial build ie Art Gallery in landscape setting (social enterprise?) | 3 | 1 Aqua |
| Site 4 – Taller building at roundabout going down towards Site 3 residential and second primary to serve | 3 | 1 Green |
| Apsley Lock and Berkhamsted by canal = good design | 3 | 5 Blue |
| Mixed building heights appropriate to context | 3 | 5 Pink |
| Site 1 – Gateway mixed use with rail/residential/parking | 2 | 1 Pink |
| Widen Durrants Hill bridge | 2 | 2 Green |
| Sustainable transport routes to station | 2 | 3 Blue |
| Change of behaviour – communicate that Two Waters is a sustainable transport hub with good rail links | 2 | 3 Blue |
| Tow path surface improvements and improve all access points for buggies, wheelchairs etc | 2 | 4 Blue |
| Sunnyside site make more visible and promote to public | 2 | 4 Orange |
| Keep Site 3 green | 2 | 4 Pink |
| Site 1 – Office and transport hub including bikes/ E vehicles MSCP | 1 | 1 Aqua |
| Site 2 – Residential (family mix) with obvious school | 1 | 1 Green |
| Better use of GP Surgery | 1 | 1 Orange |
| Review bus routes/usage | 1 | 2 Aqua |
| Walking buses for schools | 1 | 2 Aqua |
| Signage improvements | 1 | 2 Blue |
| London Road issues – traffic speed and parking on pavements | 1 | 2 Blue |
| Widen of Durrants Hill | 1 | 2 Orange |
| New build sustainable transport without penalising existing builds | 1 | 2 Pink |
| Behaviour change - Car free flat system at planning stage but need to ensure alternative transport in place | 1 | 3 Aqua |

| | | |
|---|---|----------|
| Consider better enforcement of illegal parking and controlled parking review | 1 | 3 Pink |
| Consideration and protection for wildlife | 1 | 4 Aqua |
| Improve tow paths and access to/from them | 1 | 4 Green |
| Durrants Lakes is unknown – open the area up to the public and promote/advertise it | 1 | 4 Pink |
| Design to be good – bricks, roof pitched | 1 | 5 Blue |
| London Road frontages – existing property relationship | 1 | 5 Blue |
| Site 1 – 3 storeys, no higher | 1 | 5 Blue |
| Infrastructure – schools, hospital GP | 1 | 5 Green |
| Height at Plough roundabout | 1 | 5 Green |
| Site 3 and west of Site 2 – statement architecture/buildings | 1 | 5 Green |
| Apsley Lock, Fourdrinier Way – good development, design/character and mix | 1 | 5 Orange |
| Boulevarding – trees along London Road | 1 | 5 Pink |

Appendix 4:

Copies of invitations for Round 2 consultation workshops.

Copy of invitation to public and stakeholders

Date: 03 January 2016
Your Ref: DBCTWOWATERS
Our Ref:
Contact: Nathalie Bateman
Email: Regeneration@dacorum.gov.uk
Directline: 01442 228352



Civic Centre
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1HH

Telephone: 01442 228000
www.dacorum.gov.uk
DX 8804 Hemel Hempstead
D/deaf callers, Text Relay:
18001 + 01442 228000

Address

Dear Sir/Madam,

Two Waters Masterplan Consultation Workshop – Limited Spaces

Thank you for your comments on the Two Waters Masterplan consultation in November 2016. At this consultation you expressed an interest in being involved in further consultations to help prepare the future masterplan for the Two Waters area.

If you would like to attend either of the 2 workshops taking place on **Thursday 26 January 2017 at the South Hill Centre, Hemel Hempstead**, please book your place on either the morning or afternoon workshops via www.twowaters.eventbrite.co.uk using the password **DBCTWOWATERS**.

The morning workshop will commence at 8:45am and the afternoon workshop commences at 1:15pm. Attendance is by invitation only and spaces are limited.

The workshop aims to:

- seek solutions to address issues identified in the November consultation.
- develop key design principles outlined in the November consultation.

The Masterplan will play an important role to ensure that development and changes in the area are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future. The Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

We look forward to your participation at the workshop.
Yours sincerely,

Nathalie Bateman
Team Leader, Infrastructure and Project Delivery
Strategic Planning and Regeneration



Dacorum
Look no further



100% recycled paper

Copy of letter to Councillors

Date: 17 January 2016
Your Ref: DBCTWOWATERS
Our Ref:
Contact: Nathalie Bateman
Email: Regeneration@dacorum.gov.uk
Directline: 01442 228352



Civic Centre
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Telephone: 01442 228000
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DX 8804 Hemel Hempstead
D/deaf callers, Text Relay:
18001 + 01442 228000

Dear Sir/Madam,

Two Waters Masterplan Consultation Workshop – Limited Spaces

Dacorum Borough Council is preparing a Masterplan for Two Waters, the area between Apsley Station, the Plough Roundabout and Hemel Hempstead Station. The masterplan will help ensure future development is planned in the best possible way.

In November 2016 we consulted with local residents on initial ideas for the vision, objectives and site-wide principles. Following on from this we would like to invite you to a Two Waters Masterplanning workshop.

The workshop aims to:

- seek solutions to address issues identified in the November consultation.
- develop key design principles outlined in the November consultation.

The Masterplan will play an important role to ensure that development and changes in the area are planned and designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future. The Masterplan will be developed firstly as an informal planning statement, and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

If you would like to attend either of the 2 workshops taking place on **Thursday 26 January 2017 at the South Hill Centre, Hemel Hempstead**, please book your place on either the morning or afternoon workshops via www.twowaters.eventbrite.co.uk. The deadline for booking is Sunday 22 January.

The morning workshop will commence at 8:45am and the afternoon workshop commences at 1:15pm.

We look forward to your participation at the workshop.



Yours sincerely,

Nathalie Bateman
Team Leader, Infrastructure and Project Delivery
Strategic Planning and Regeneration



Two Waters Masterplan Workshop

You are invited to attend one of our Two Waters

Masterplanning Workshops on Thursday 26 January:

8:45 – 12:00

South Hill Centre

13:15 – 16:30

South Hill Centre

The workshop aims to:

- Seek solutions to address issues identified in the November consultation
- Develop key design principles outlined in the November consultation

Spaces are limited, to book your place at one of these sessions visit:

www.twowaters.eventbrite.co.uk

Appendix 5:

List of Steering Group Members

Two Waters Masterplan – Steering Group Members

| Name | Organisation |
|--------------------|---|
| Tom Rudd | BDP |
| Gergana Draganova | BDP |
| James Doe | Planning Development & Regeneration, DBC |
| Chris Taylor | Strategic Planning & Regeneration (SPAR), DBC |
| Nathalie Bateman | Infrastructure & Project Delivery, DBC |
| Shalini Jayasinghe | Infrastructure & Project Delivery, DBC |
| Rebecca Williams | Strategic Planning & Regeneration, DBC |
| Robert Freeman | Infrastructure & Project Delivery, DBC |
| Rebecca Oblein | Team Leader, Enterprise and Investment, DBC |
| Sara Whelan | Development Management & Planning, DBC |
| Paul Newton | Development Management, DBC |
| Philip Stanley | Development Management, DBC |
| Jason Seed | Development Management, DBC |
| Chris Troy | Environmental Health, DBC |
| Andrew Freeman | Hertfordshire County Council (Highways) |
| Rupert Thacker | Hertfordshire County Council (Highways) |
| Nick Gough | Hertfordshire County Council (Highways) |
| Odette Carter | Hertfordshire County Council (Highways) |
| Sarah McLaughlin | Hertfordshire County Council (Development Services, Property) |
| Trevor Mason | Hertfordshire County Council (Highways) |
| Matthew Wilson | Hertfordshire County Council (Development Services) |
| Alexandra Stevens | Hertfordshire County Council (Development Services) |
| Andrea Gilmour | Hertfordshire County Council (Development Services, Property) |
| Dan Hardy | Hertfordshire County Council (Children's Services) |
| Sam Thrower | Urban Flow |
| Simon Adams | Urban Flow |
| Guy Ingham | GL Hearne |
| George Barnes | GL Hearne |