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# Two Waters Masterplan

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## Consultation Statement

Rev: E  
Date: 22 December 2016



**BDP.**

## EXECUTIVE SUMMARY

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- 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 4<sup>th</sup> November to 18<sup>th</sup> 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

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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

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## 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 18<sup>th</sup> 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 18<sup>th</sup> July and 1<sup>st</sup> 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**

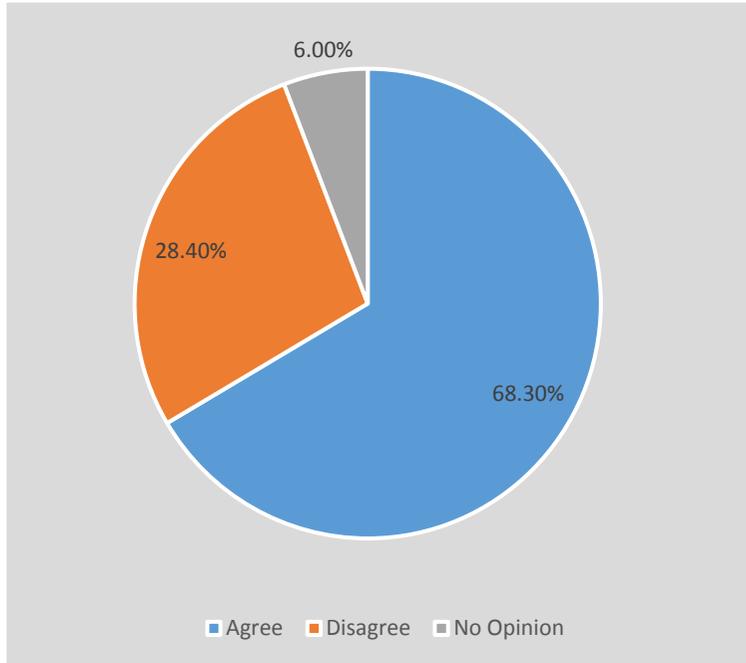
A questionnaire covering the key topics of the consultation boards was available at the drop-in events and online. DBC received 190 responses. Further correspondence in letter and email format in response to the consultation was also received from Historic England, Hertfordshire County Council, The Box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

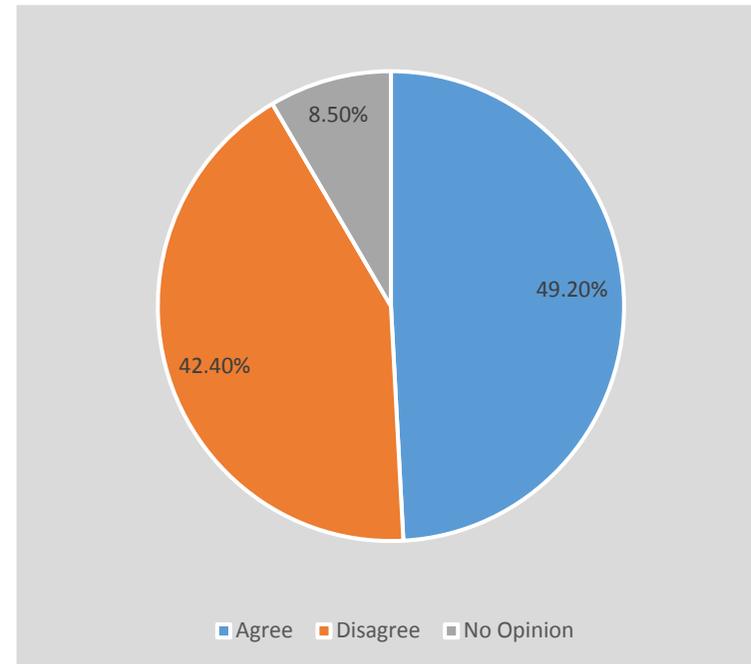
**Question 1 – Do you agree or disagree with the constraints for Two Waters?**  
(refer to board 3 of the consultation)



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.

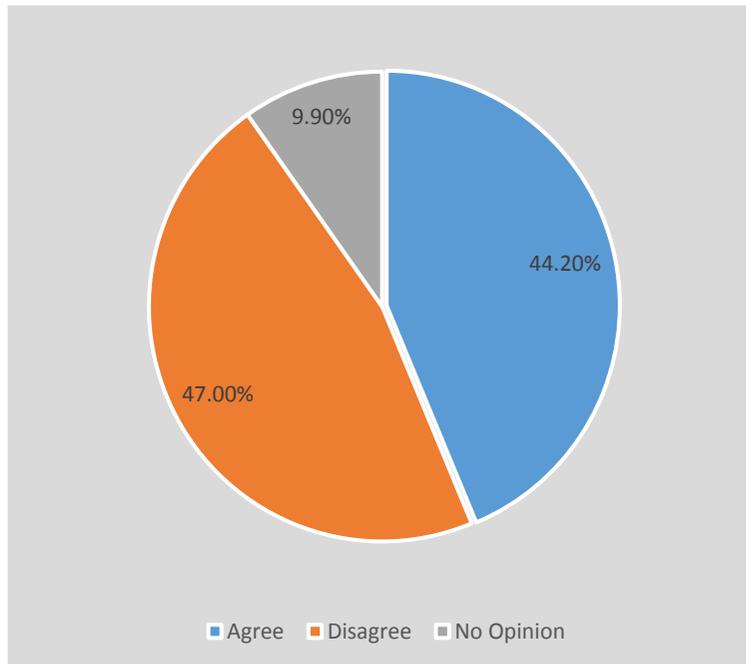
**Question 2 –Do you agree or disagree with the opportunities for Two Waters?**  
(refer to board 3)



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)



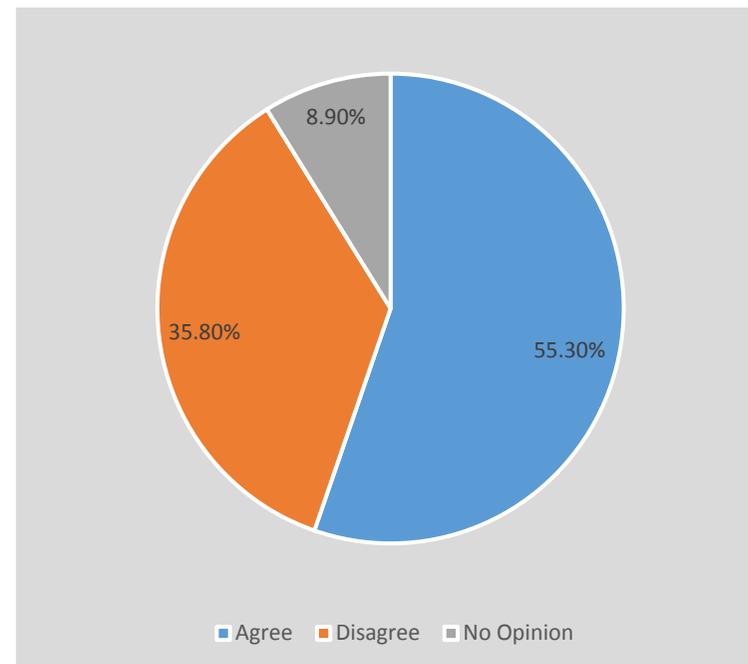
A higher proportion of people who filled in the questionnaire disagreed (47%) than agreed (44.20%) with the vision statement. A large number of those who disagreed with the vision expressed general concern around the intensification of the population density, and the impact that this may have on traffic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

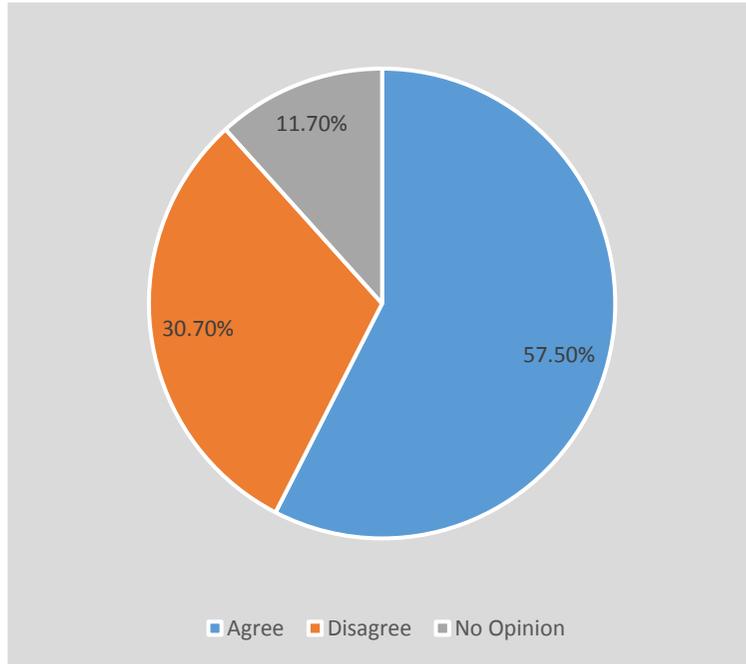
(refer to board 4)

(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

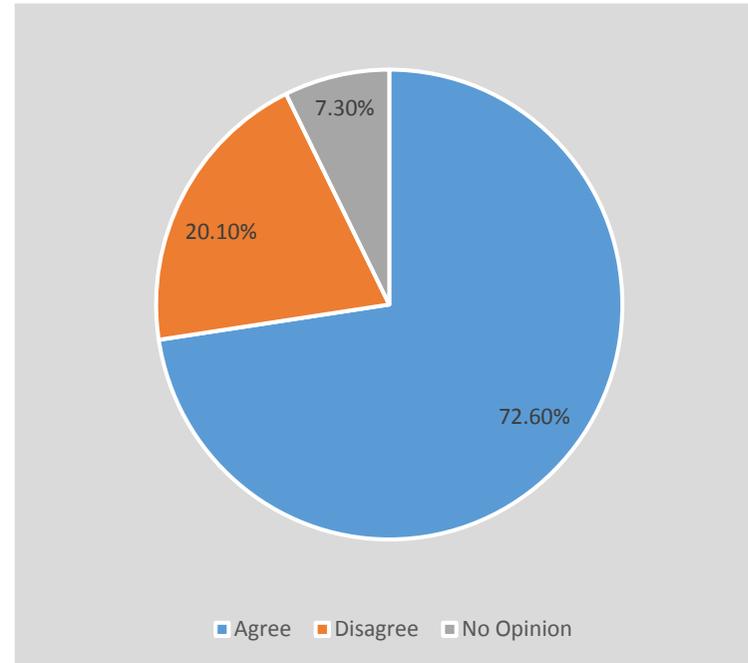


maximum building heights across the Two Waters area.

(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*

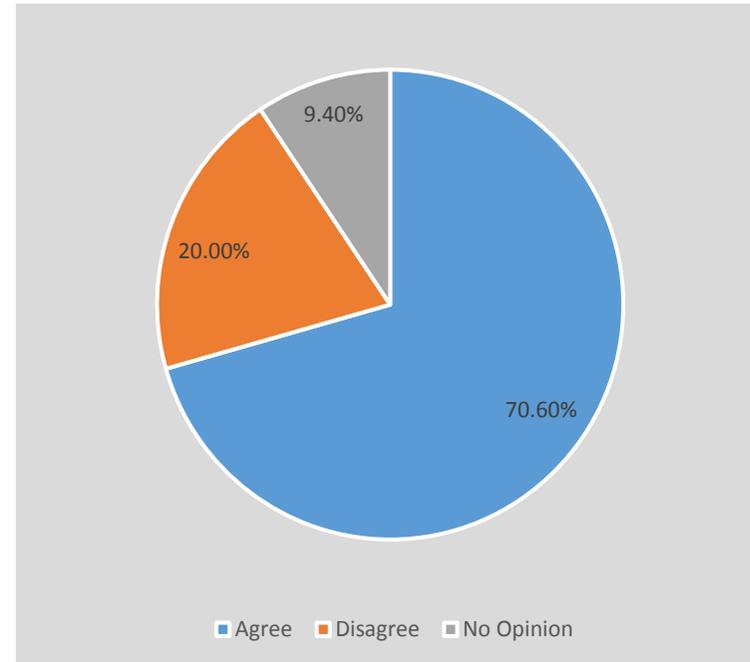
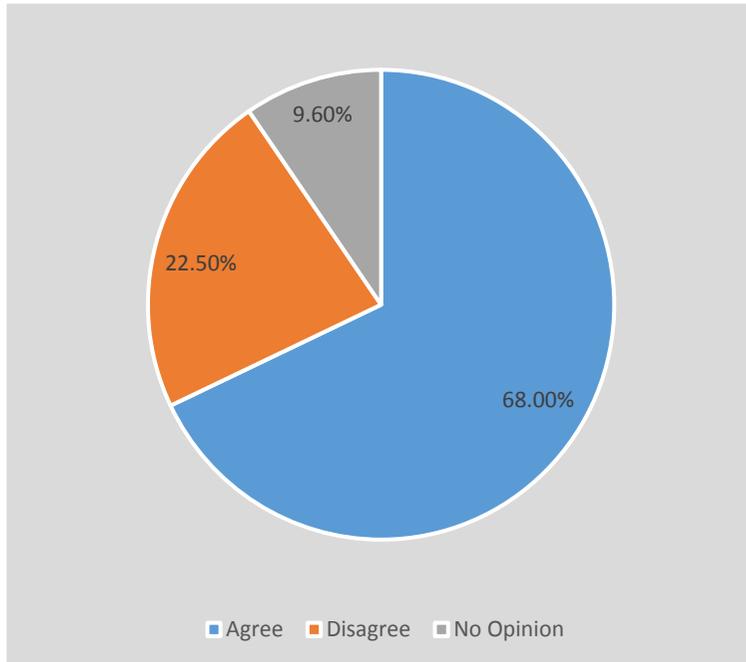


Overall the majority of people agreed with (72.60%) or had no opinion (7.30%) on the objective for development to respect the identity of Two Waters' character areas. Further comments identified the housing development at the junction of Roughdown Road and London Road as exemplary residential development 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*

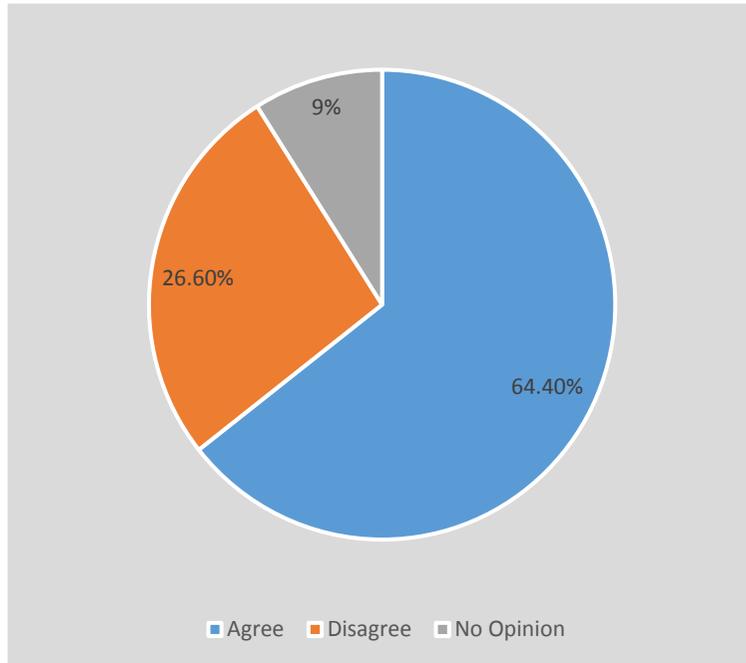


Overall the majority of people agreed with (68%) or had no opinion (9.60%) on the objective to open up and enhance a network of natural assets. Respondents who agreed commented on the need to strike a balance between preserving the existing green assets and providing suitable housing for future generations. 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.

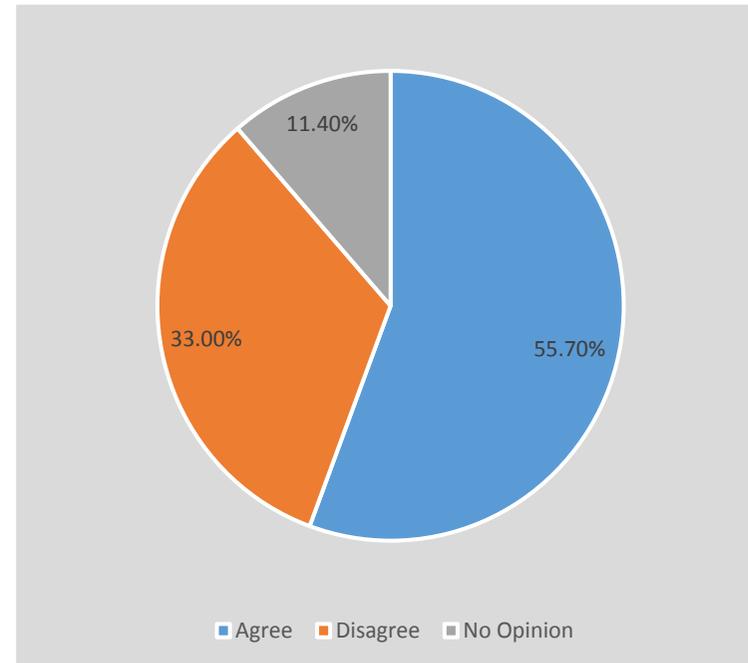
(vi) *Ensure a deliverable masterplan*



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.

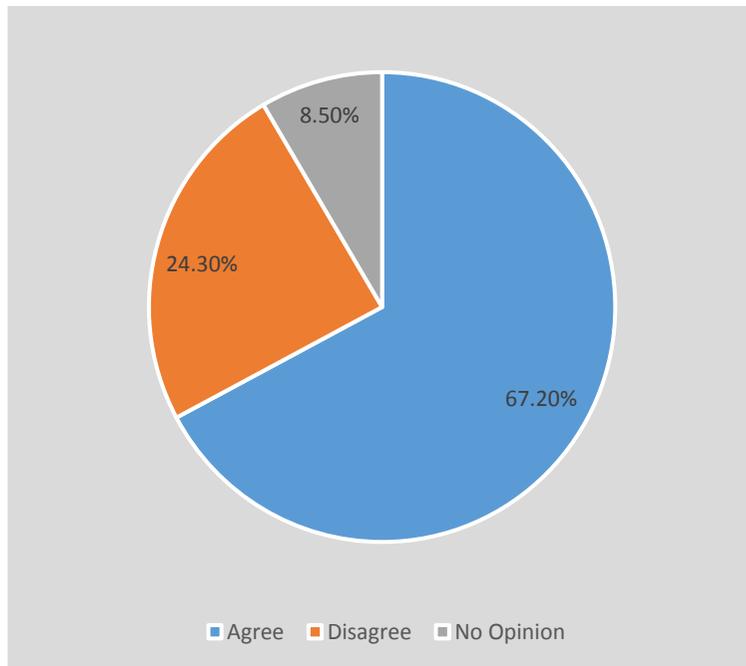
(vii) *Create and connect destinations*



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.

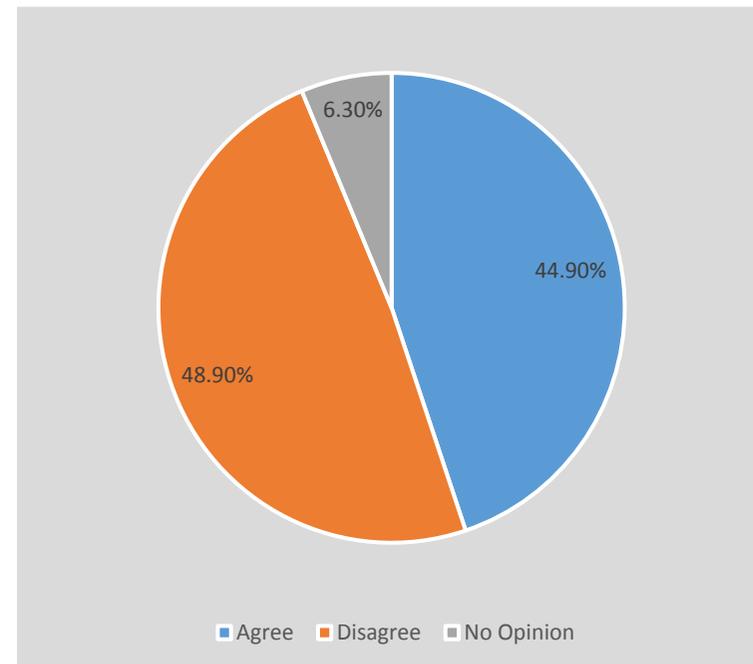
(viii) *Ensure existing and new development work together*



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)

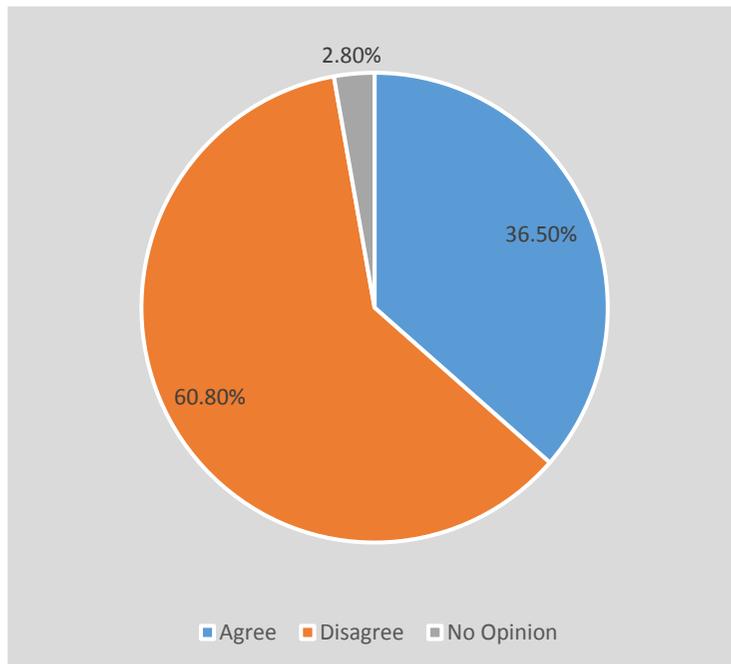


A higher proportion of the respondents disagreed (48.90%), than agreed (44.90%) with the land use principles. Those who agreed were in favour of maintaining the rural ambience of the canal and green spaces. Respondents who disagreed expressed concern over the increase in traffic that would be generated 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.

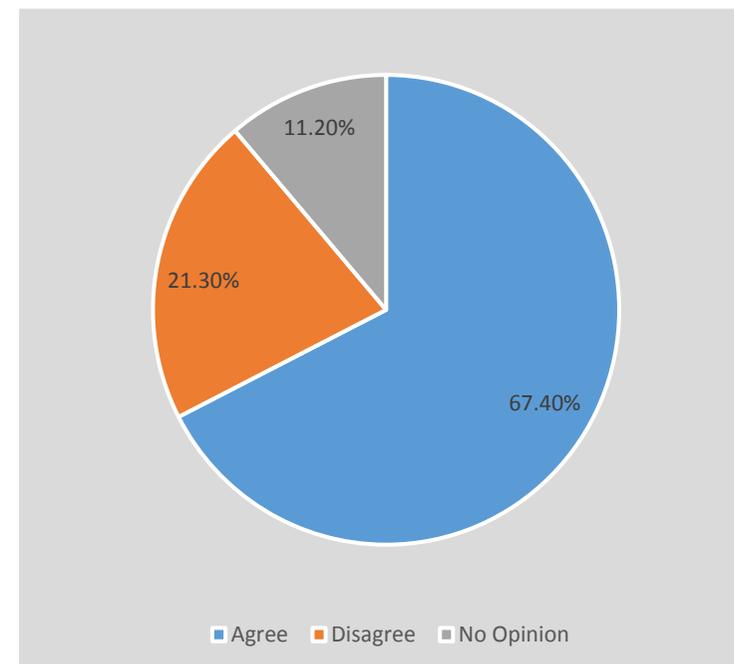
**Question 6 – Overall do you agree or disagree with the design principles on board 6?**

(refer to board 6)



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

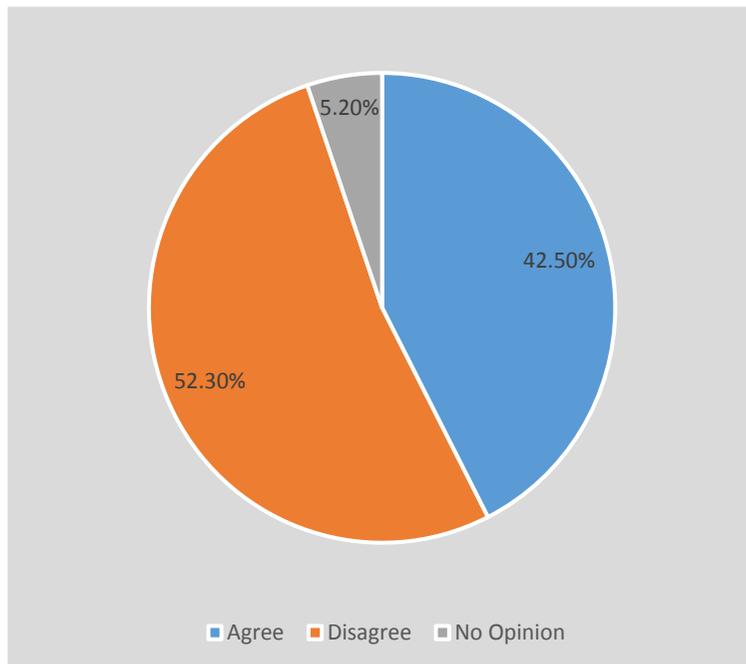
(refer to board 7)



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?**

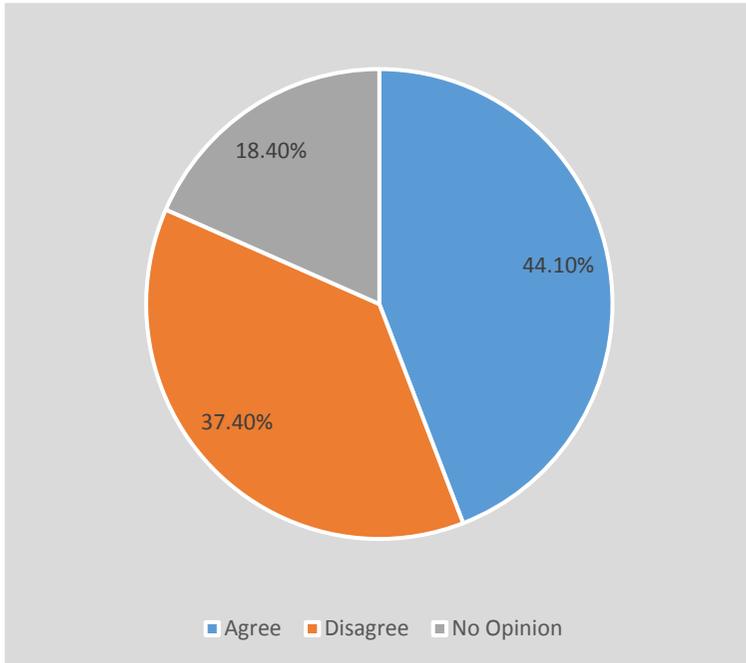
(refer to board 8)



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><b>1. Scale and Density of Development</b></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><b>2. Key Development Sites</b></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><b>3. Transport and Parking</b></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><b>4. Open Space</b></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><b>5. Social Infrastructure</b></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"> <li>Respondents highlighted railway/road bridge issue.</li> </ul>	To add the rail bridge as a constraint.
	<ul style="list-style-type: none"> <li>Traffic and car parking issues highlighted.</li> </ul>	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"> <li>Air quality concerns.</li> </ul>	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"> <li>Historic England highlighted the Listed Buildings on the Corner Hall site and directly north of the site boundary as opportunities.</li> </ul>	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"> <li>Respondents highlighted need for improvement of canal towpath, particularly in terms of push chair/ disabled access.</li> </ul>	Masterplan to include proposals to improve access to waterside including canal towpaths.
	<ul style="list-style-type: none"> <li>Some respondents highlighted the need for additional bus routes that serve areas other than the town centre.</li> </ul>	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"> <li>Concern that higher density would impact on traffic congestion and parking.</li> </ul>	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"> <li>Concern that high scale and density will not be in-keeping with the existing context.</li> </ul>	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"> <li>Concern for the impact of new housing density on traffic congestion.</li> </ul>	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"> <li>Agree with residential land use, but would like to see more affordable housing.</li> </ul>	Masterplan to follow ratios set by DBC for affordable housing in new residential developments.
	<ul style="list-style-type: none"> <li>Concern for supporting road network.</li> </ul>	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"> <li>Concern for waterside development, would like to see moors preserved.</li> </ul>	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"> <li>Concern raised over inclusion of taller buildings.</li> </ul>	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"> <li>Traffic and car parking issues highlighted.</li> </ul>	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"> <li>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.</li> </ul>	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"> <li>Overwhelming response in concern raised for the existing road network, traffic congestion and parking.</li> </ul>	<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"> <li>Respondents commented on the need to increase public transport from the Hemel Hempstead Station to the surrounding areas.</li> </ul>	<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"> <li>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.</li> </ul>	<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.



Please review the consultation boards online via [www.dacorum.gov.uk/consultation](http://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](mailto: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](http://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](http://www.dacorum.gov.uk/regeneration), email [regeneration@dacorum.gov.uk](mailto: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](mailto:Regeneration@dacorum.gov.uk)  
Directline: 01442 228000



Civic Centre  
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[www.dacorum.gov.uk](http://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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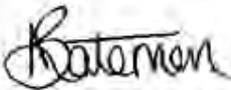
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For more information visit [www.dacorum.gov.uk/regeneration](http://www.dacorum.gov.uk/regeneration), email [regeneration@dacorum.gov.uk](mailto:regeneration@dacorum.gov.uk), call 01422 228000 and ask for Regeneration.

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**



# 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](http://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](mailto: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



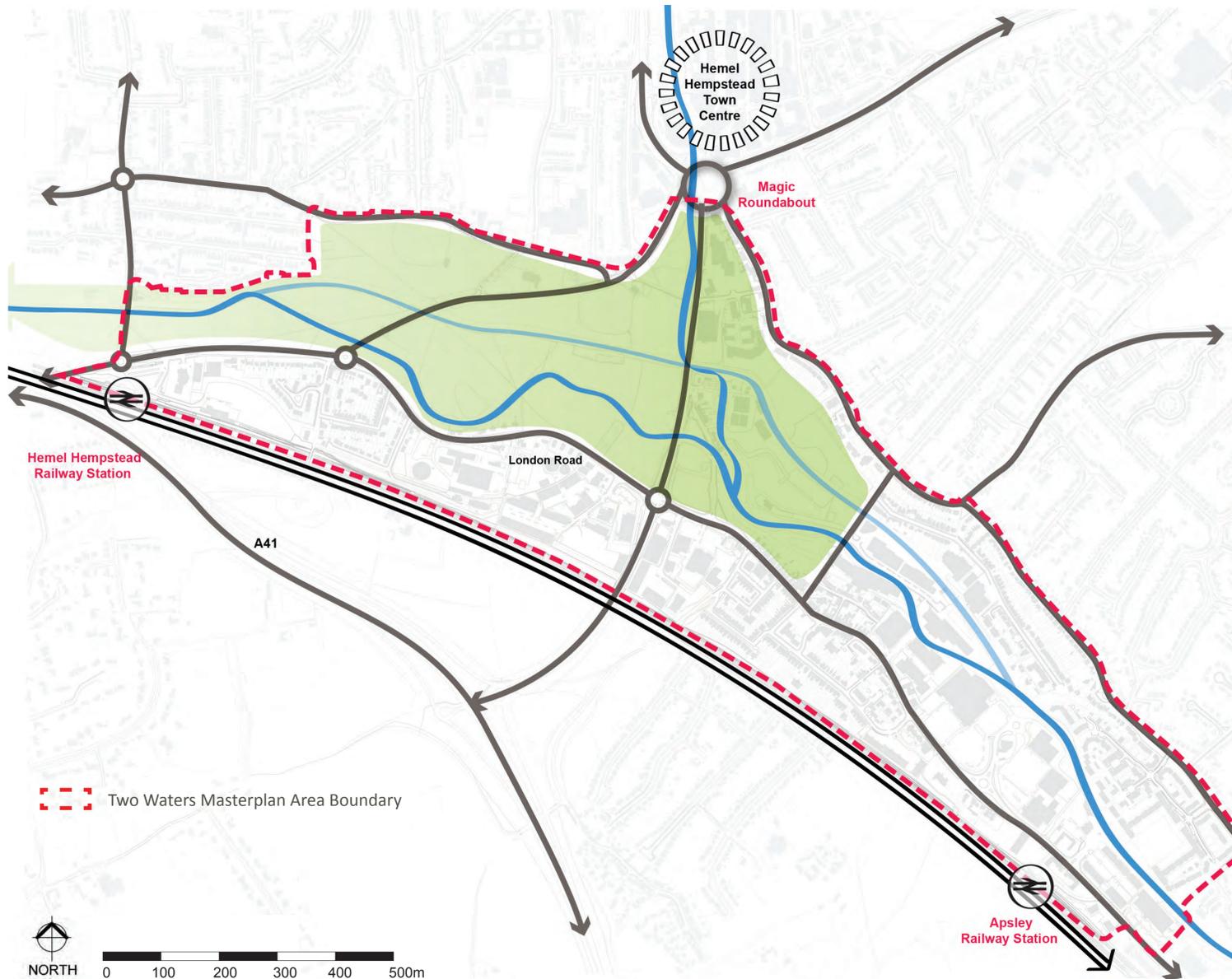
Hemel Hempstead Train Station



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



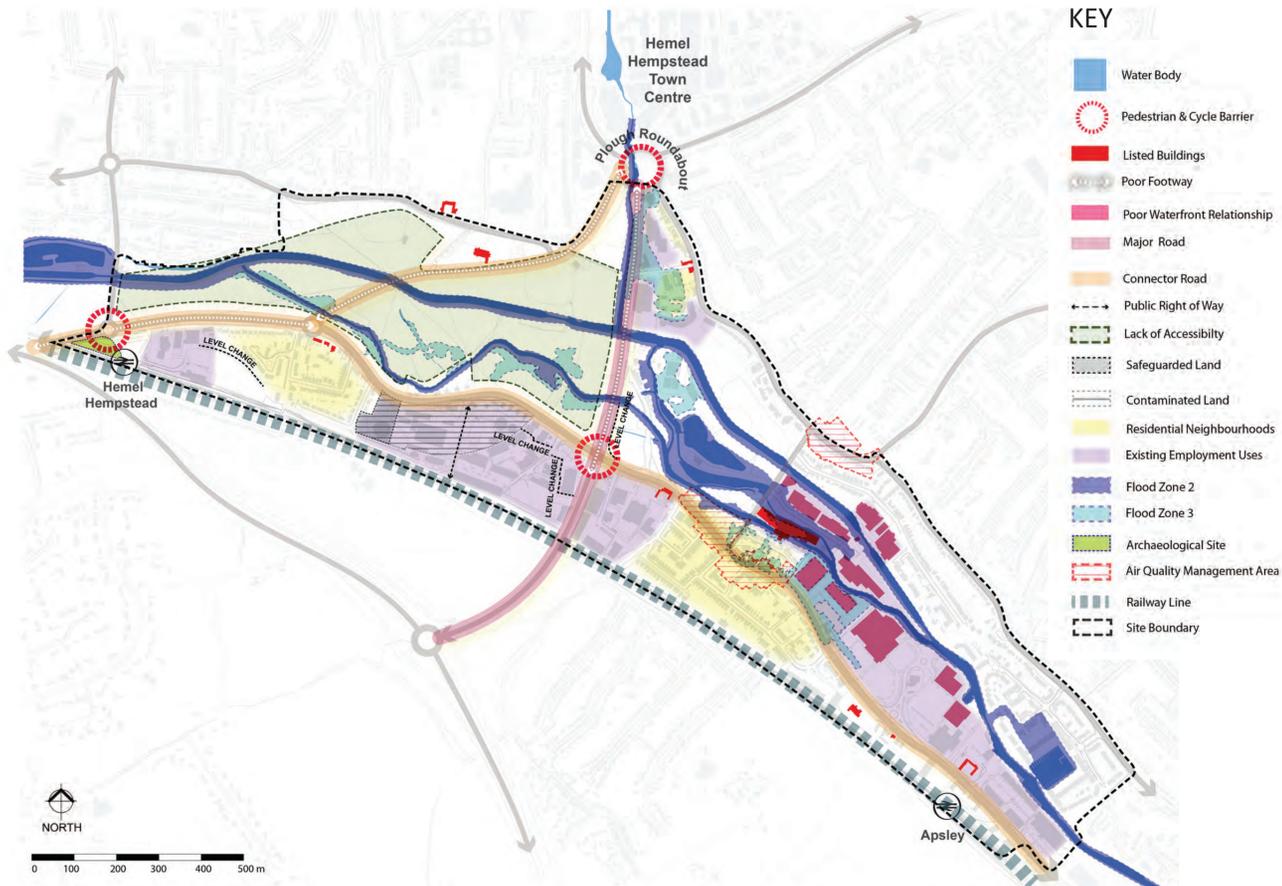
London Road and Station Road Junction

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.

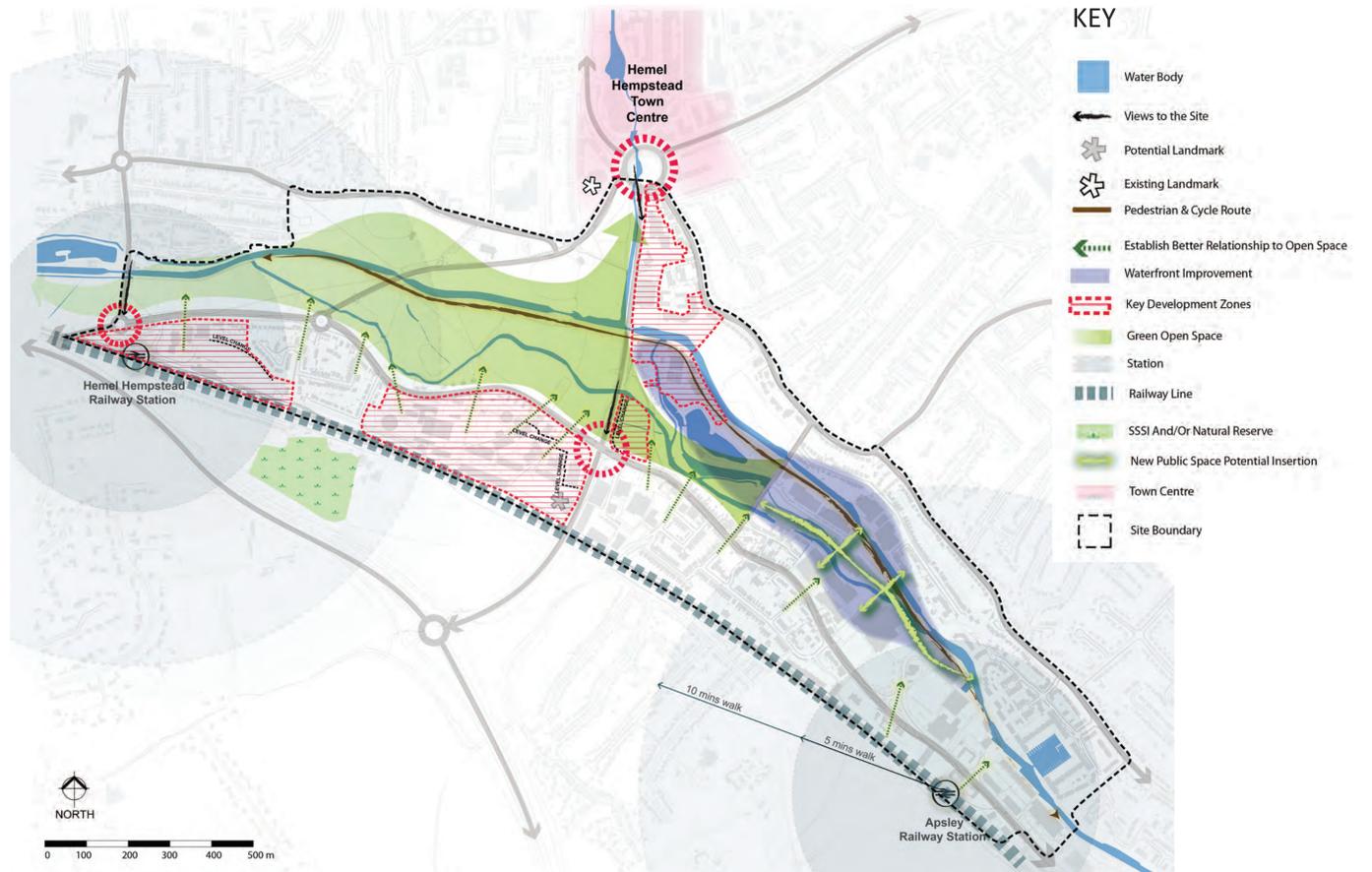
**Do you agree or disagree with the constraints and opportunities below or have any suggestions as to what they should include?**

## 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

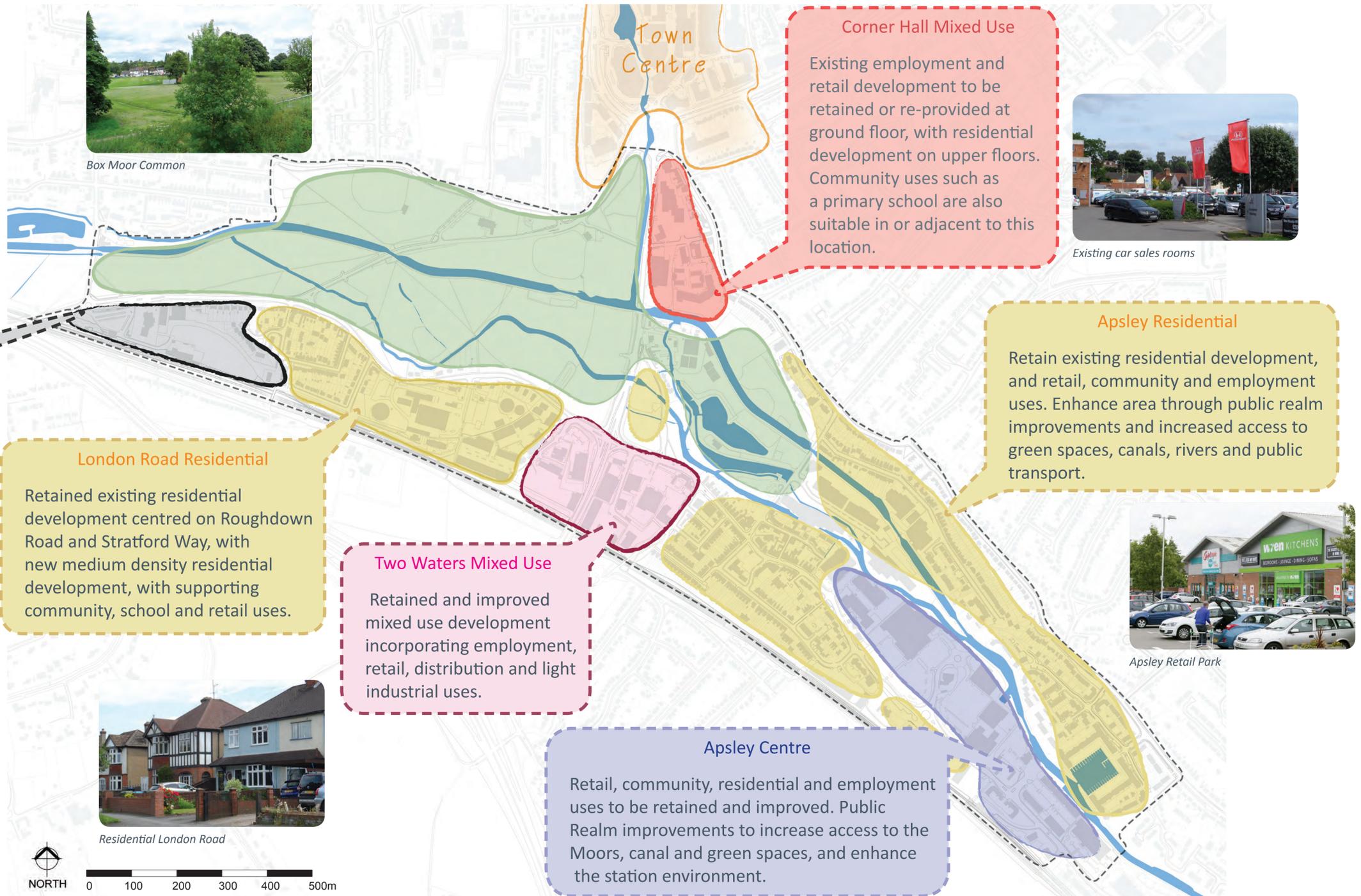
Guide the development of individual development sites to integrate with existing and proposed development, and contribute to site wide improvements such as roads and schools.



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

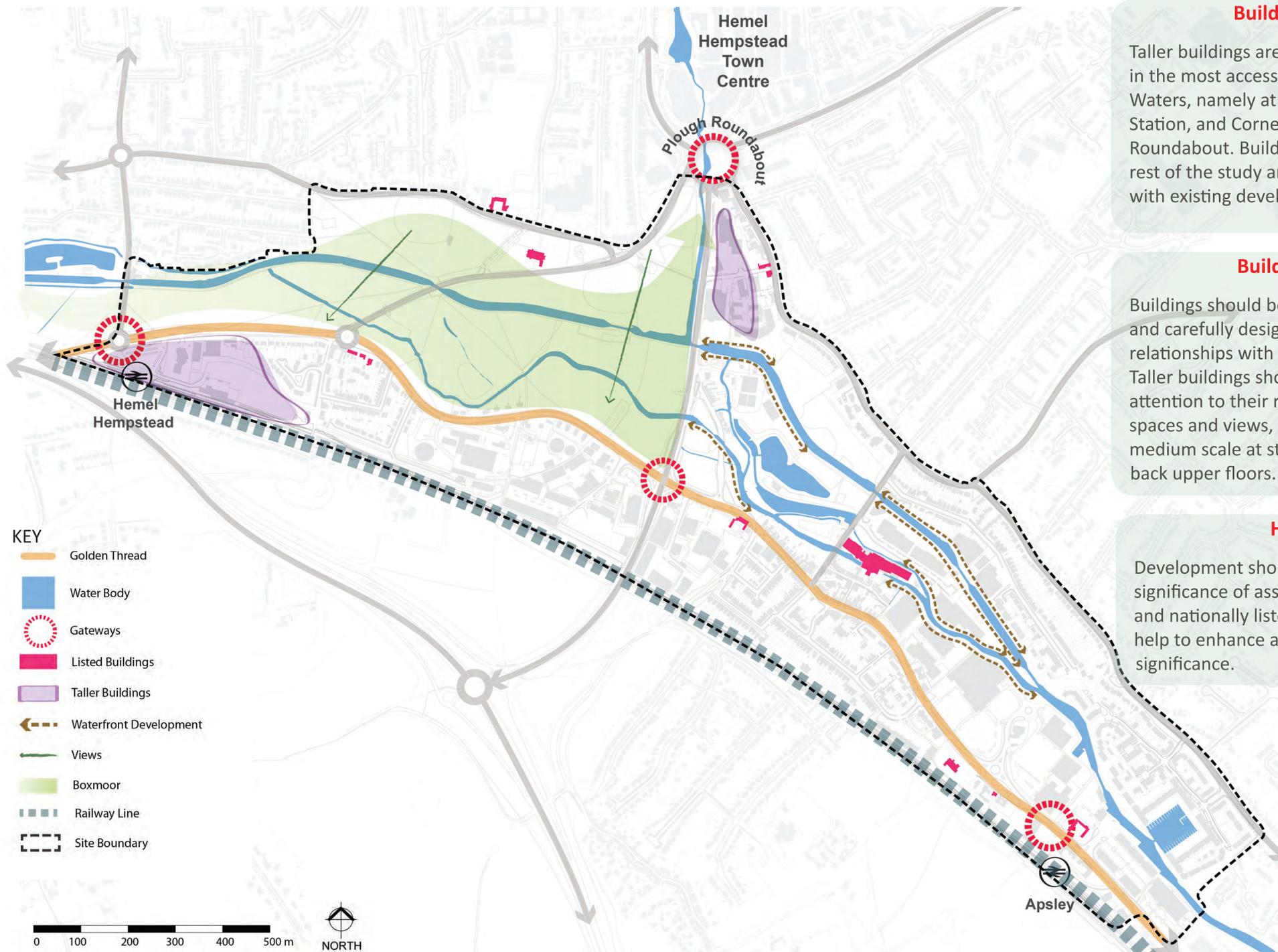
Taller buildings are most appropriate in the most accessible locations in Two Waters, namely at Hemel Hempstead Station, and Corner Hall fronting the Plough Roundabout. Building heights across the rest of the study area should be in keeping with existing development.

### 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

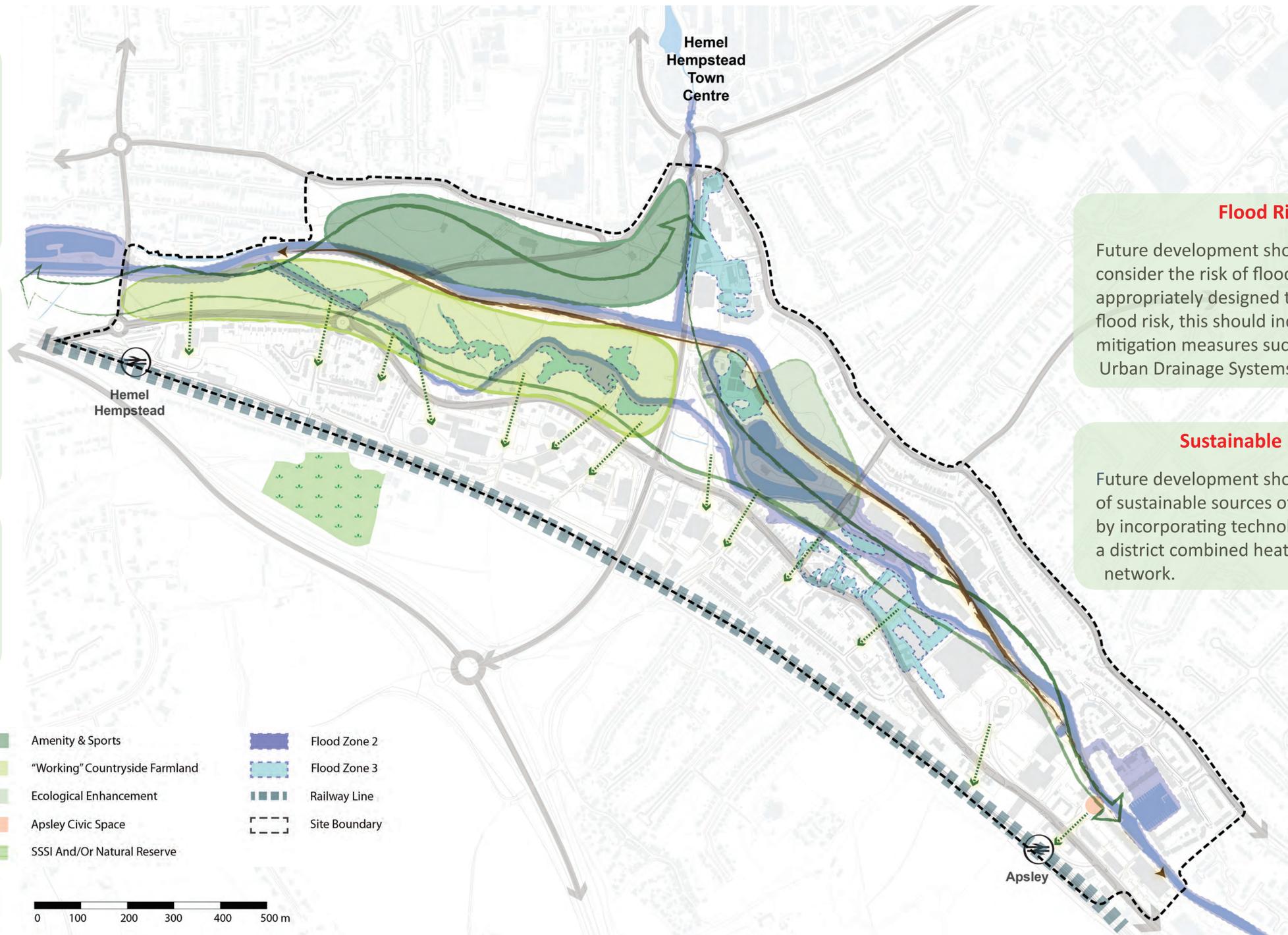
Enhance green and blue infrastructure through a net increase in trees and planting. There is a significant opportunity to provide ecological enhancements to the east of Two Waters Road and north of London Road.

## 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.

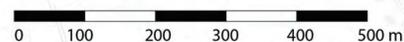
## Sustainable Energy

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

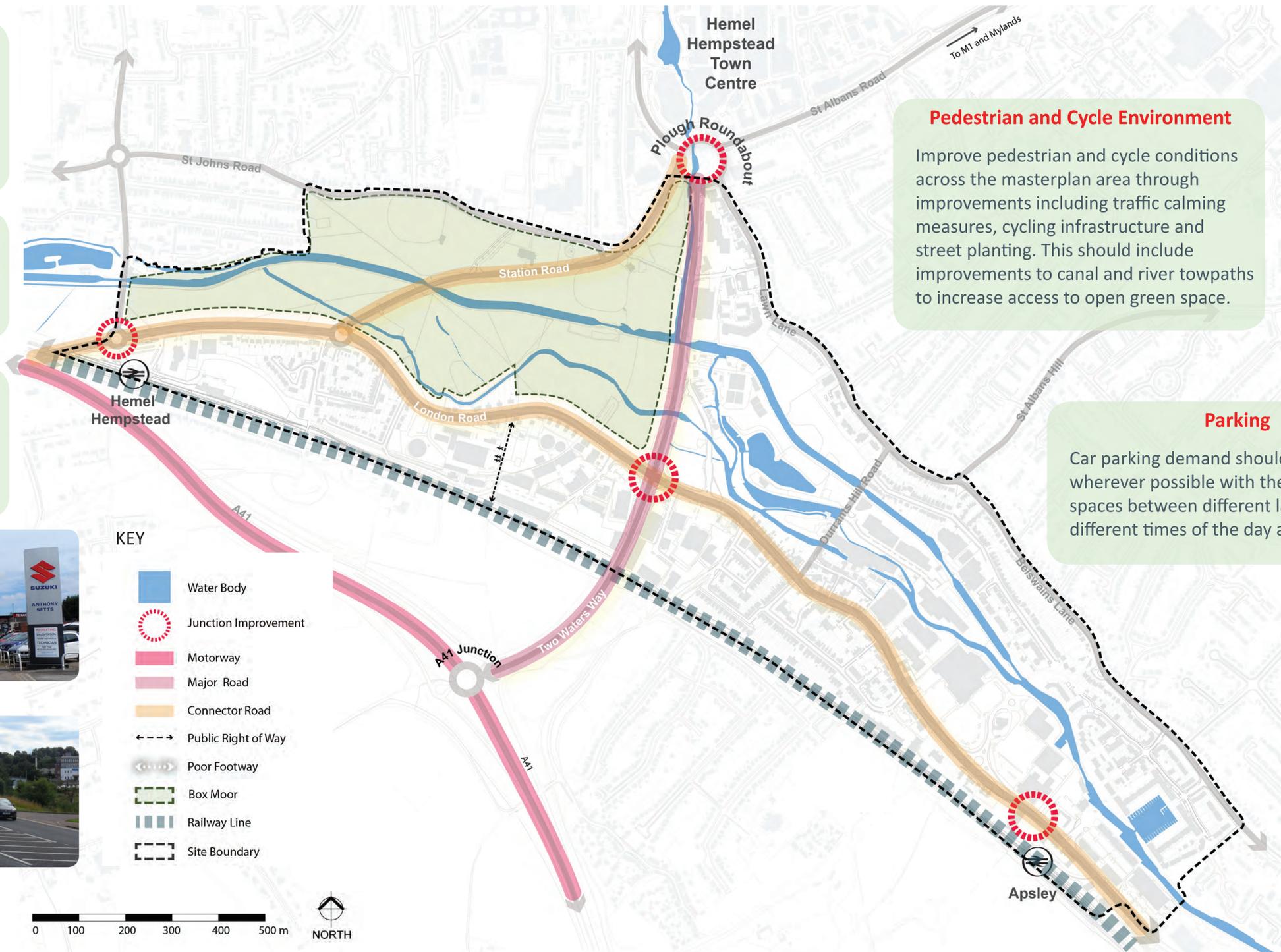
Individual developments will be supported by a travel plan to encourage sustainable travel such as public transport, cycling, walking and car sharing.

### 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

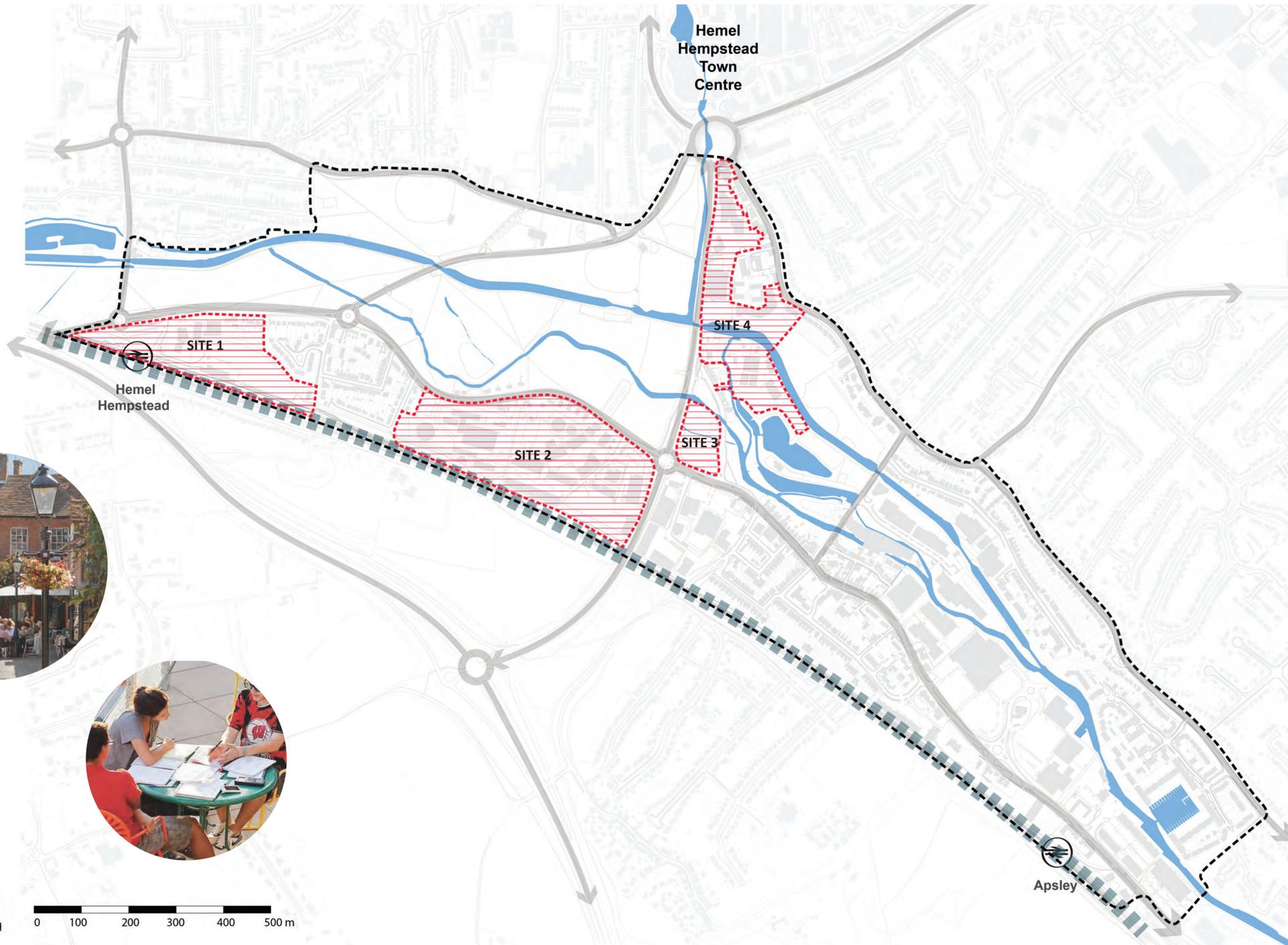


Plough Roundabout



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?