



Two Waters Masterplan Guidance

Consultation Statement

March 2018

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Consultation Statement

This Consultation Statement accompanies the 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
June	2017	Submission of draft Masterplan to be approved by Cabinet for public consultation
July/August	2017	Public/stakeholder consultation round 3
September	2017	Preparation of consultation round 3 report
October	2017	Strategic Planning and Environment Overview and Scrutiny Committee
Nov 2017 – Feb 2018		Update of consultation round 3 report and preparation of final Two Waters Masterplan Guidance

3. Appendices

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Appendix 3 - Consultation Report Round 2 Consultation January 2017

Appendix 4 - Copies of invitations for round 2 consultation workshops

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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.

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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

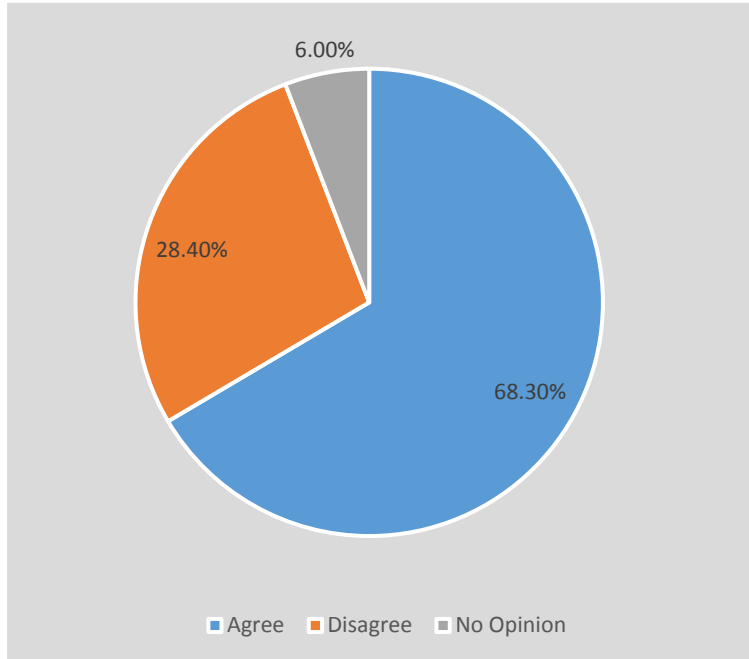
A questionnaire covering the key topics of the consultation boards was available at the drop-in events and online. DBC received 190 responses. Further correspondence in letter and email format in response to the consultation was also received from Historic England, Hertfordshire County Council, The Box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

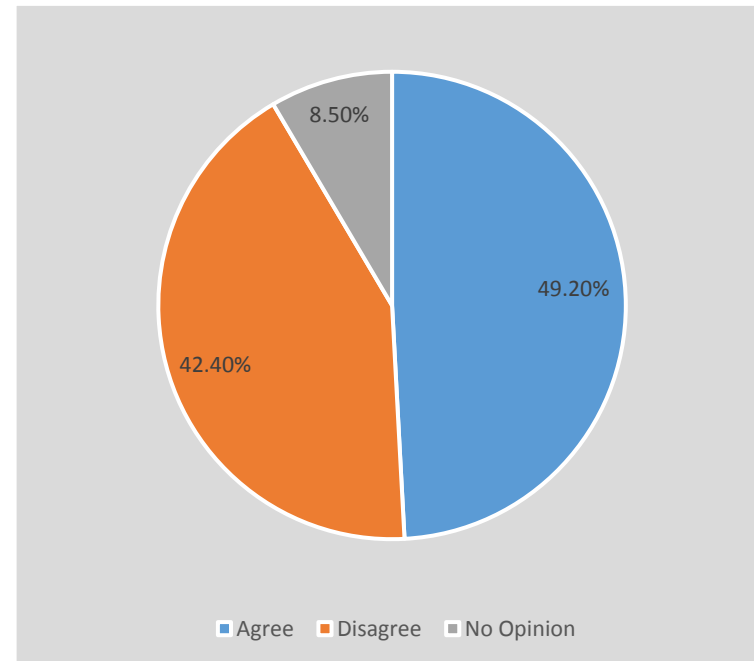
Question 1 – Do you agree or disagree with the constraints for Two Waters?
(refer to board 3 of the consultation)



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.

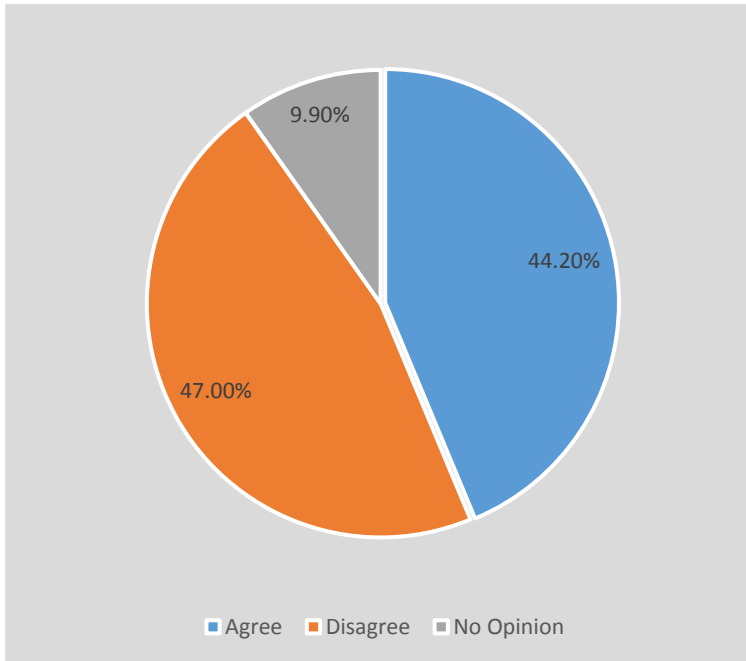
Question 2 –Do you agree or disagree with the opportunities for Two Waters?
(refer to board 3)



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)



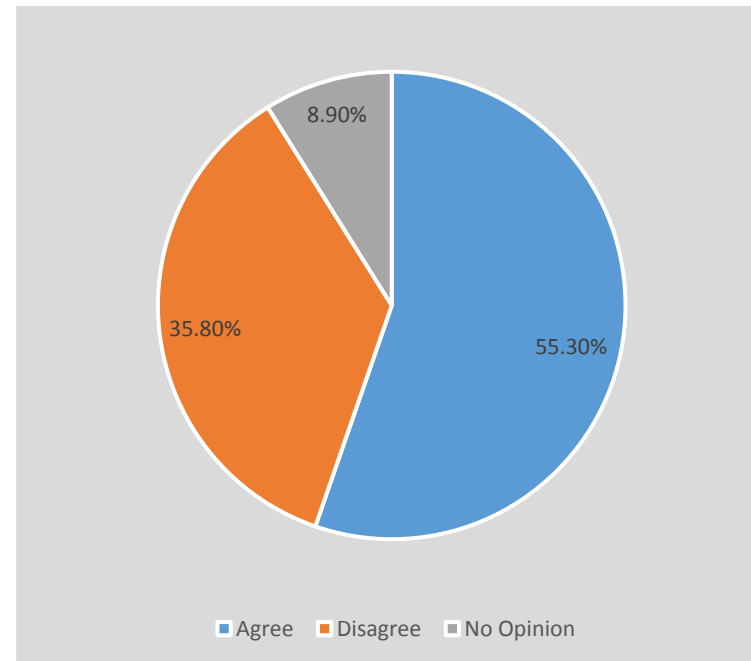
A higher proportion of people who filled in the questionnaire disagreed (47%) than agreed (44.20%) with the vision statement. A large number of those who disagreed with the vision expressed general concern around the intensification of the population density, and the impact that this may have on traffic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

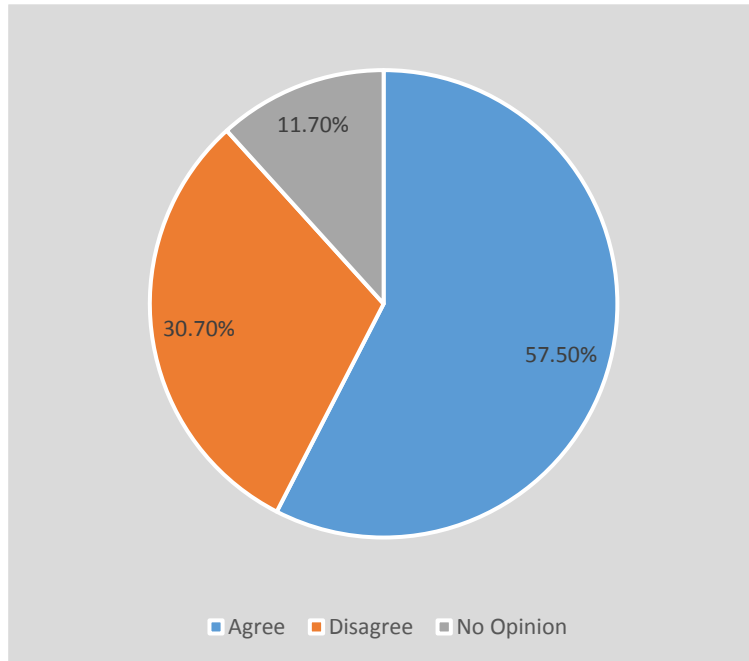
(refer to board 4)

(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

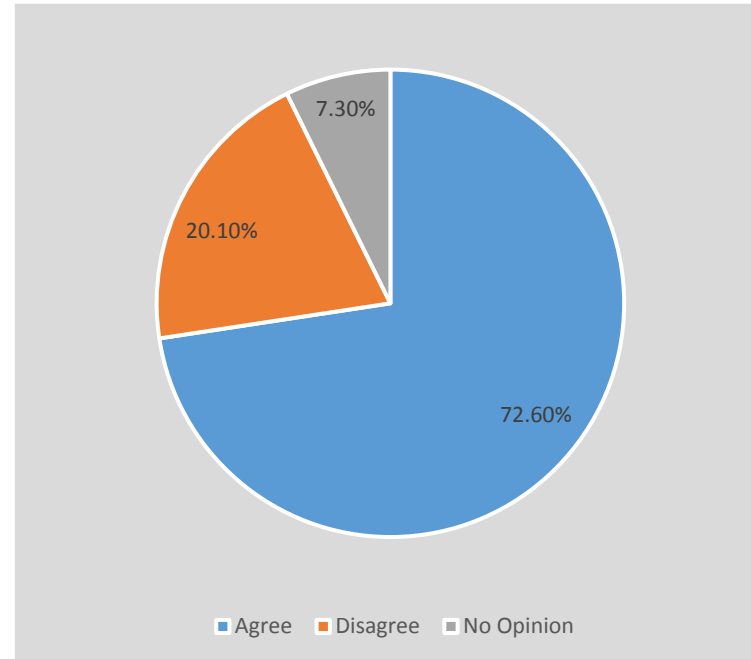


maximum building heights across the Two Waters area.

(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

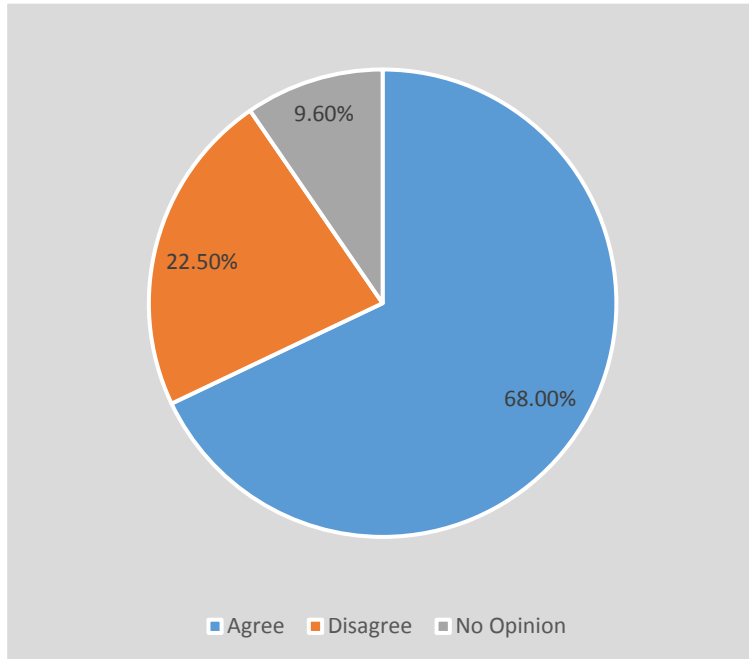


Overall the majority of people agreed with (72.60%) or had no opinion (7.30%) on the objective for development to respect the identity of Two Waters' character areas. Further comments identified the housing development at the junction of Roughdown Road and London Road as exemplary residential development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

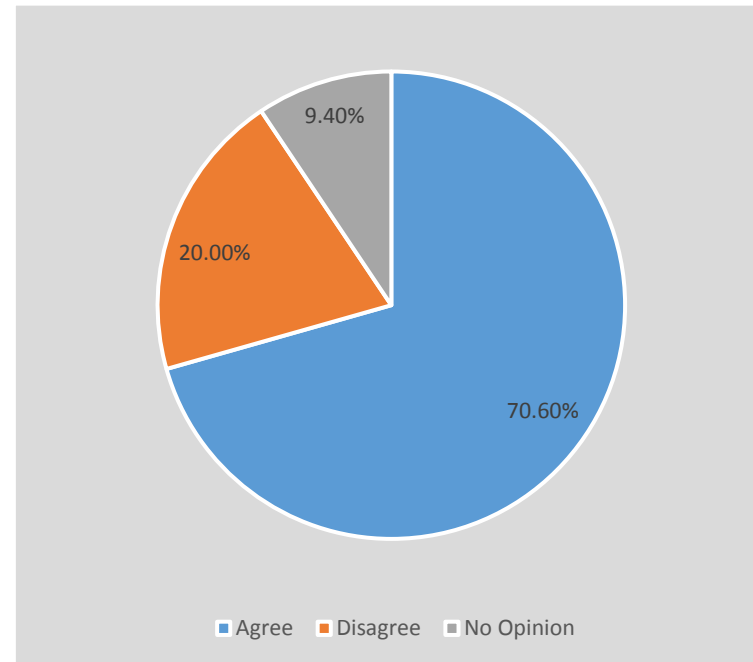
to this objective is proposed, however, BDP and DBC continue to work with The Box Moor Trust as landowners to understand their aspirations for specific sites.

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

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



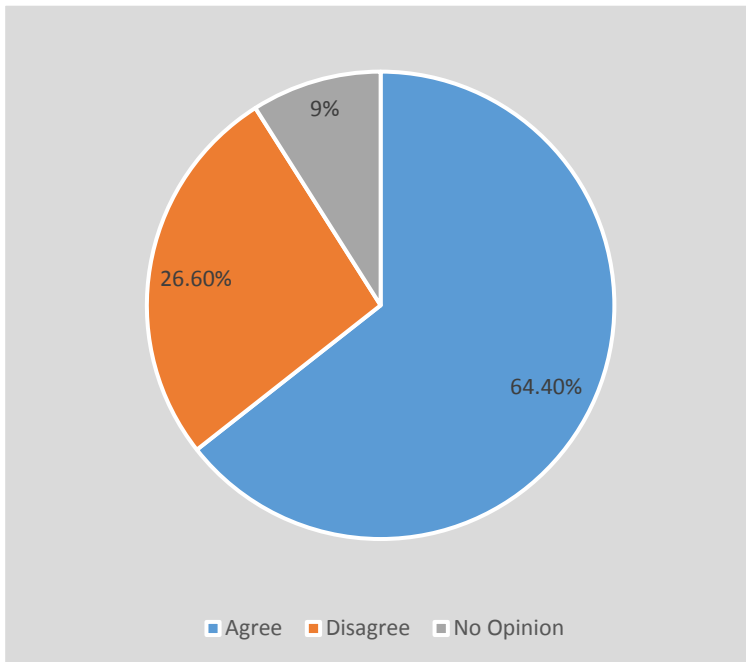
Overall the majority of people agreed with (68%) or had no opinion (9.60%) on the objective to open up and enhance a network of natural assets. Respondents who agreed commented on the need to strike a balance between preserving the existing green assets and providing suitable housing for future generations.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

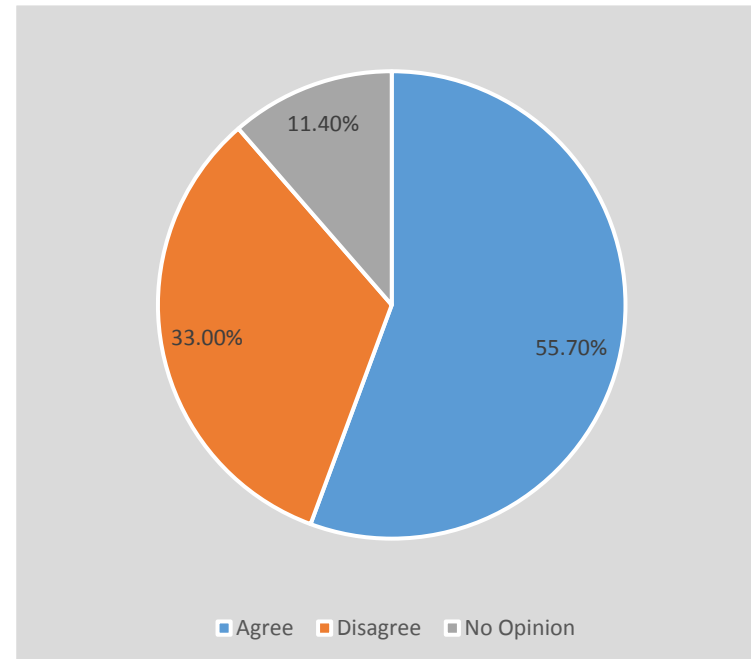
(vi) *Ensure a deliverable masterplan*



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.

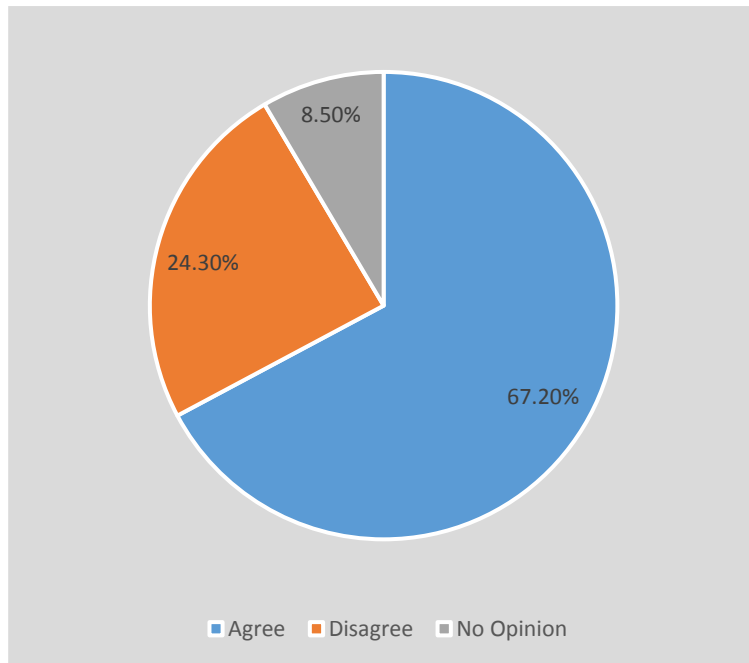
(vii) *Create and connect destinations*



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.

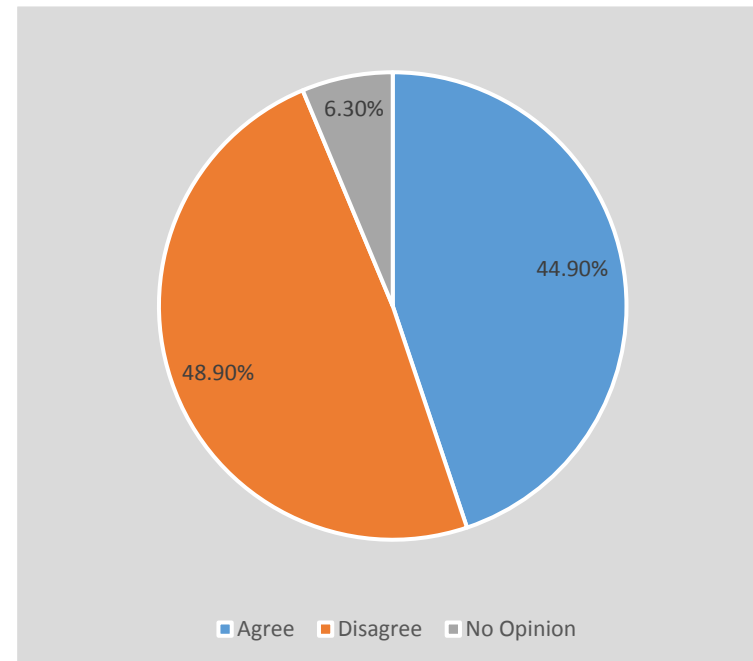
(viii) *Ensure existing and new development work together*



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)

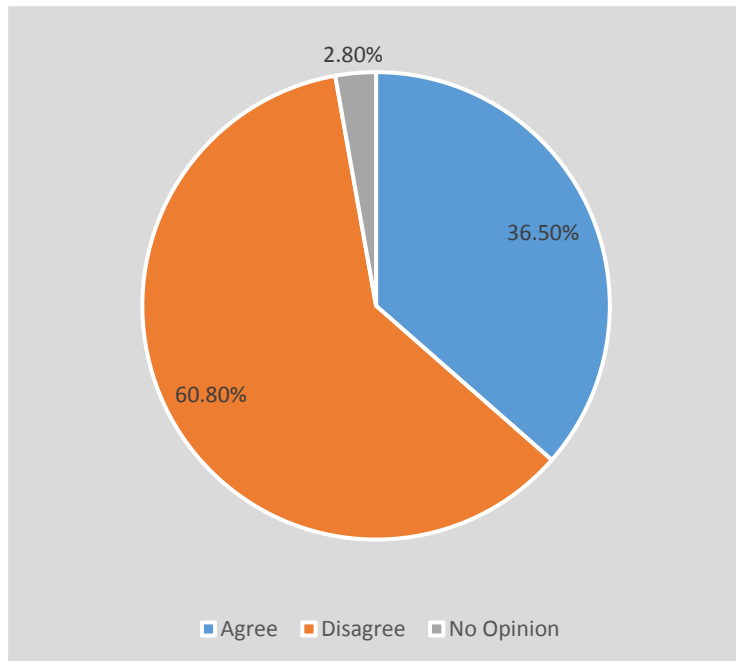


A higher proportion of the respondents disagreed (48.90%), than agreed (44.90%) with the land use principles. Those who agreed were in favour of maintaining the rural ambience of the canal and green spaces. Respondents who disagreed expressed concern over the increase in traffic that would be generated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

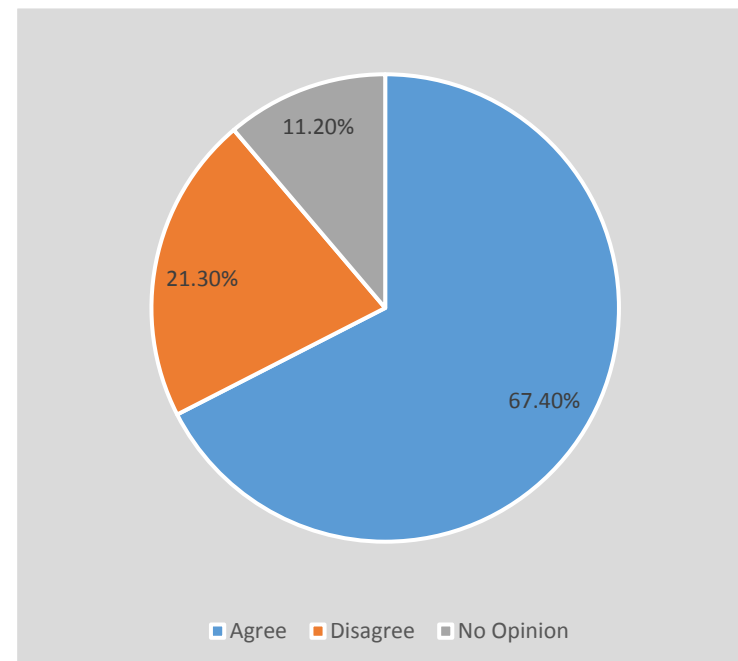
Question 6 – Overall do you agree or disagree with the design principles on board 6?

(refer to board 6)



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

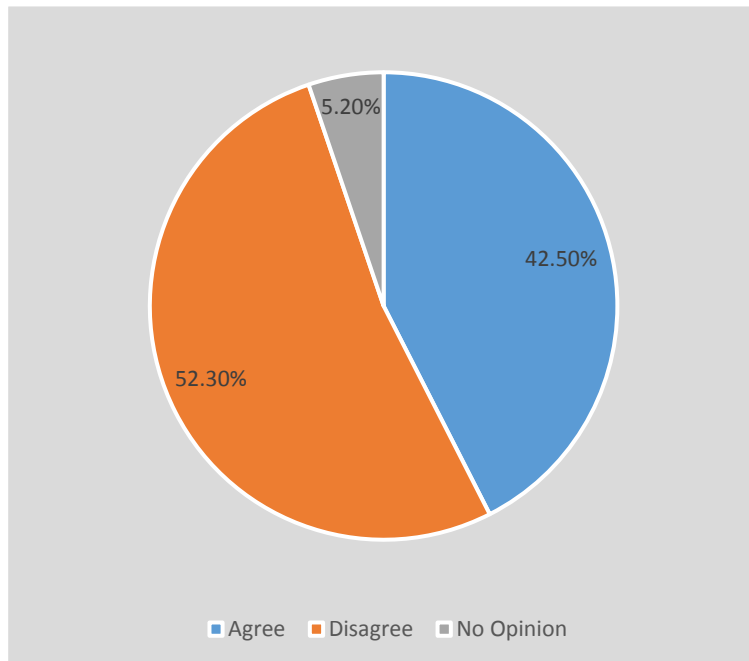
(refer to board 7)



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?

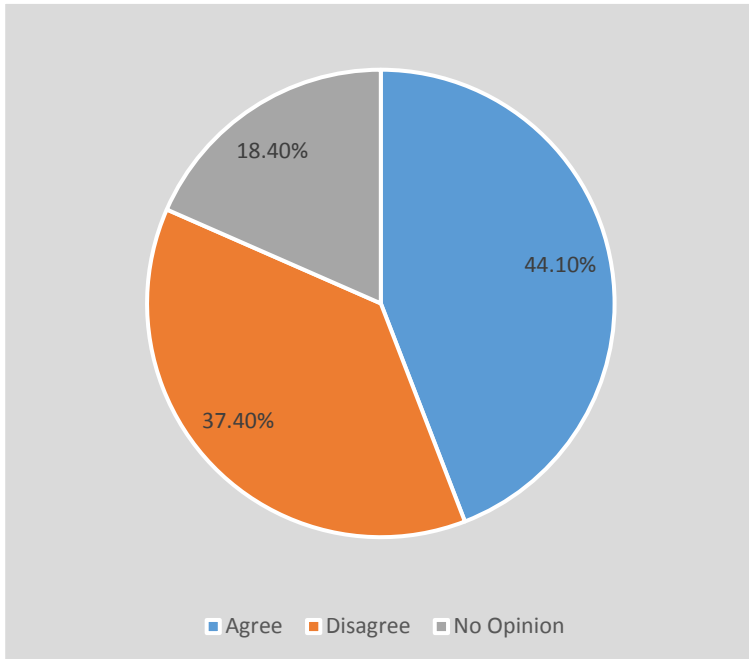
(refer to board 8)



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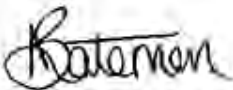
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Two further consultations are planned for early 2017 comprising a focussed workshop for interested parties in January and a 4 – 6 week online consultation on the draft Masterplan document later in the year.

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

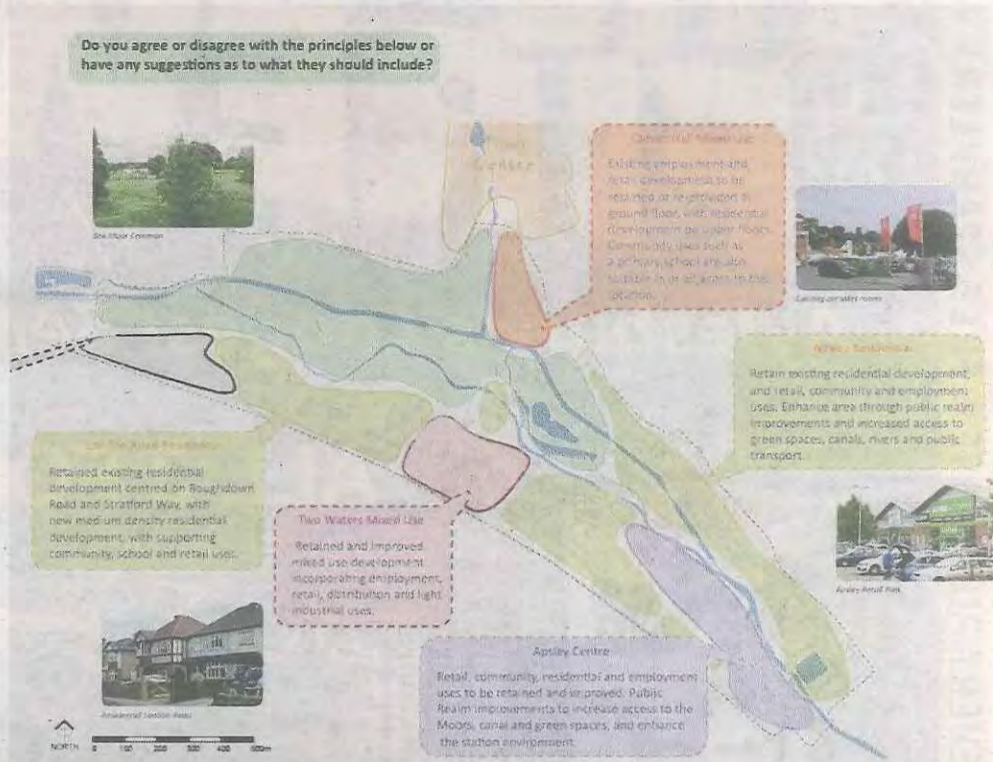
to "improve station facilities including car parking".

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



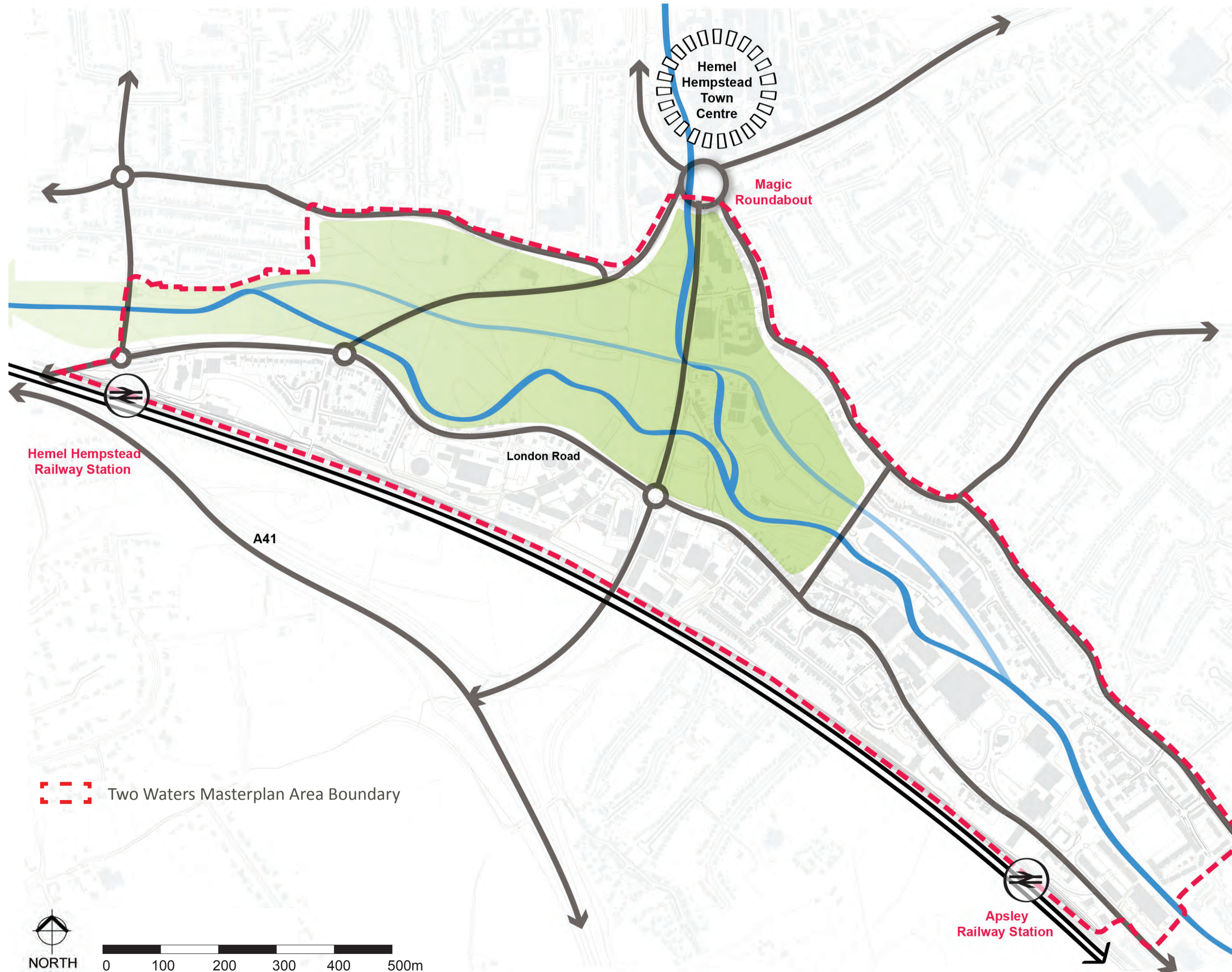
Hemel Hempstead Train Station



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



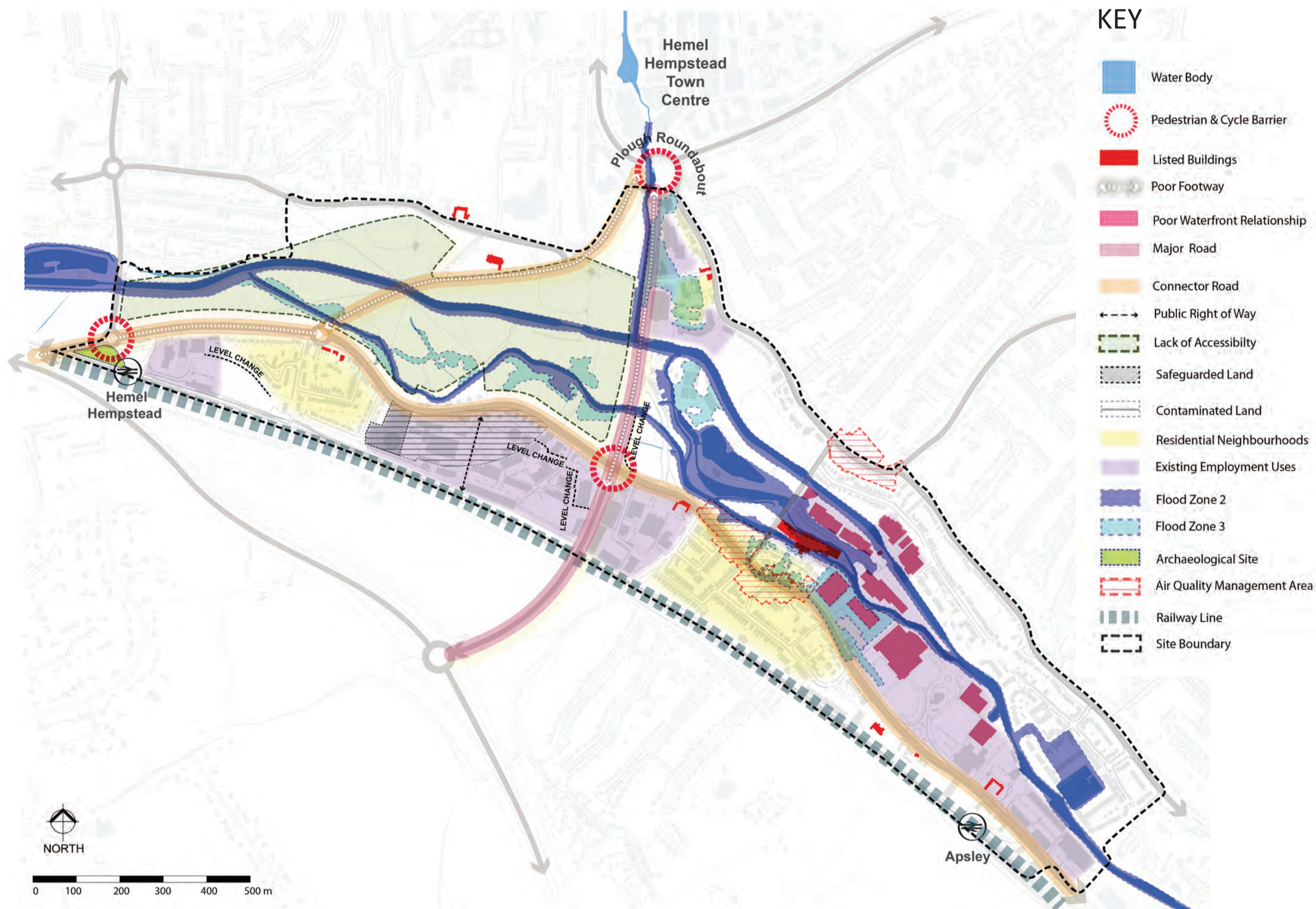
London Road and Station Road Junction

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.

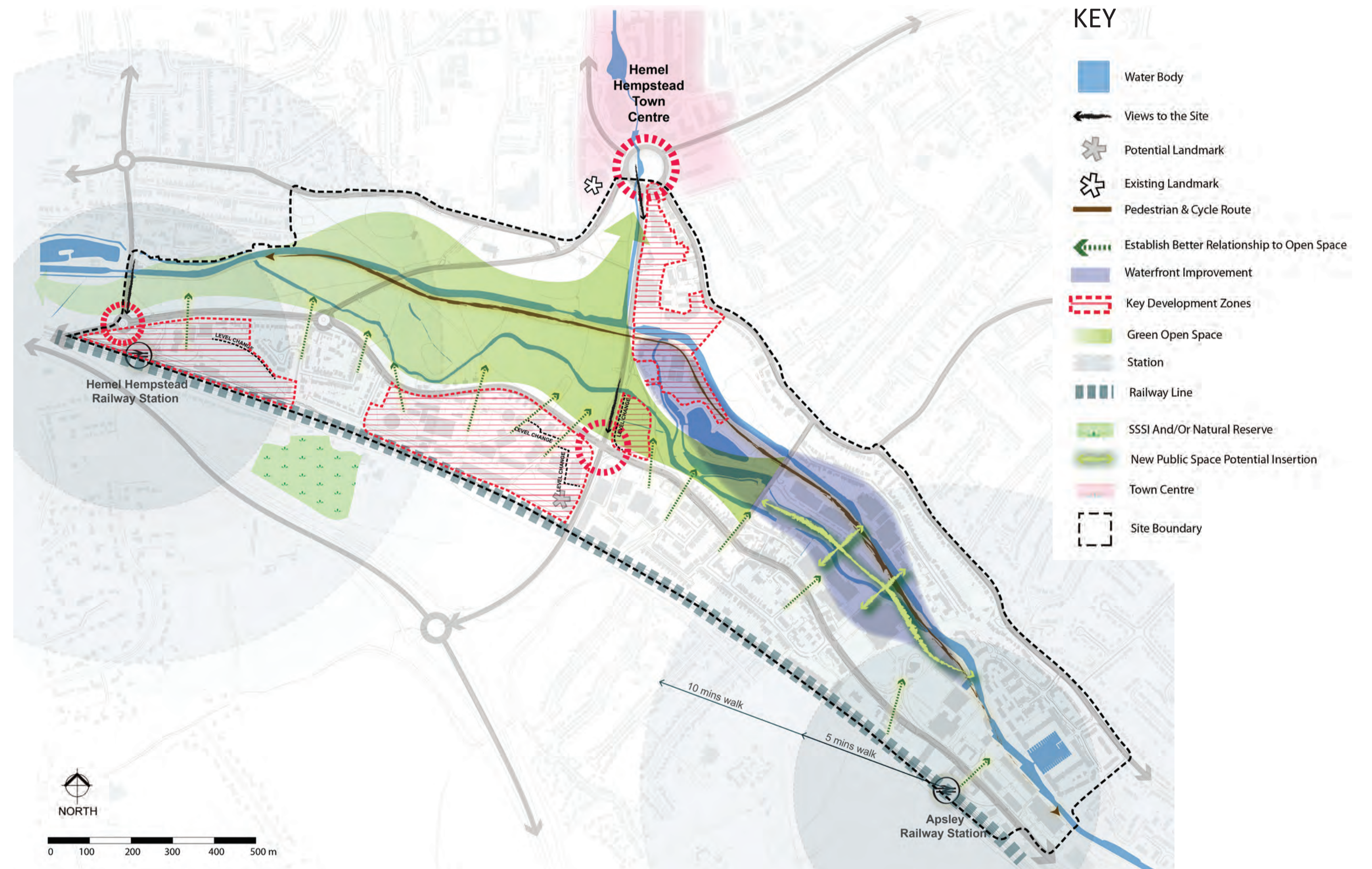
Do you agree or disagree with the constraints and opportunities below or have any suggestions as to what they should include?

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

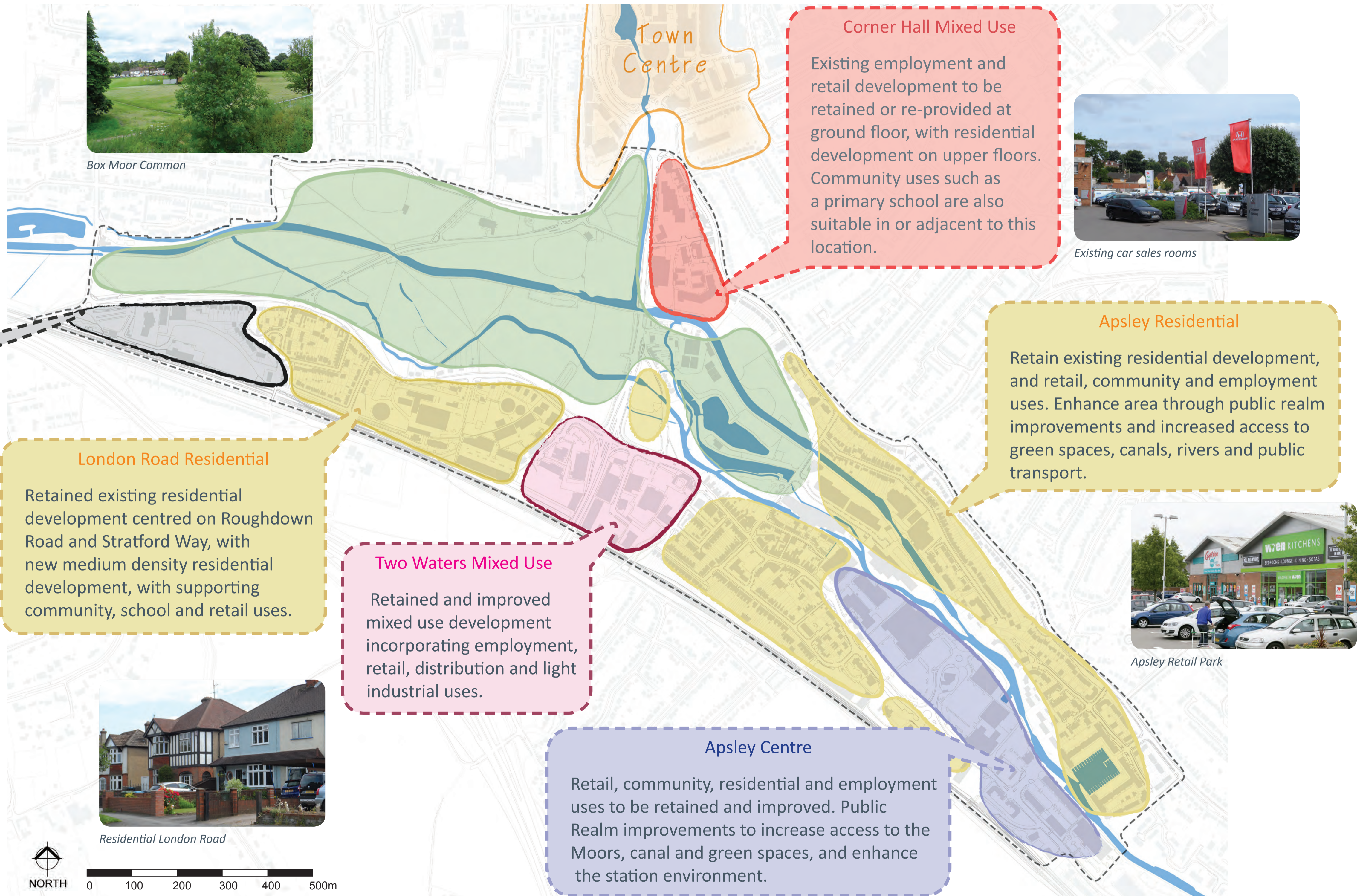
Guide the development of individual development sites to integrate with existing and proposed development, and contribute to site wide improvements such as roads and schools.



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

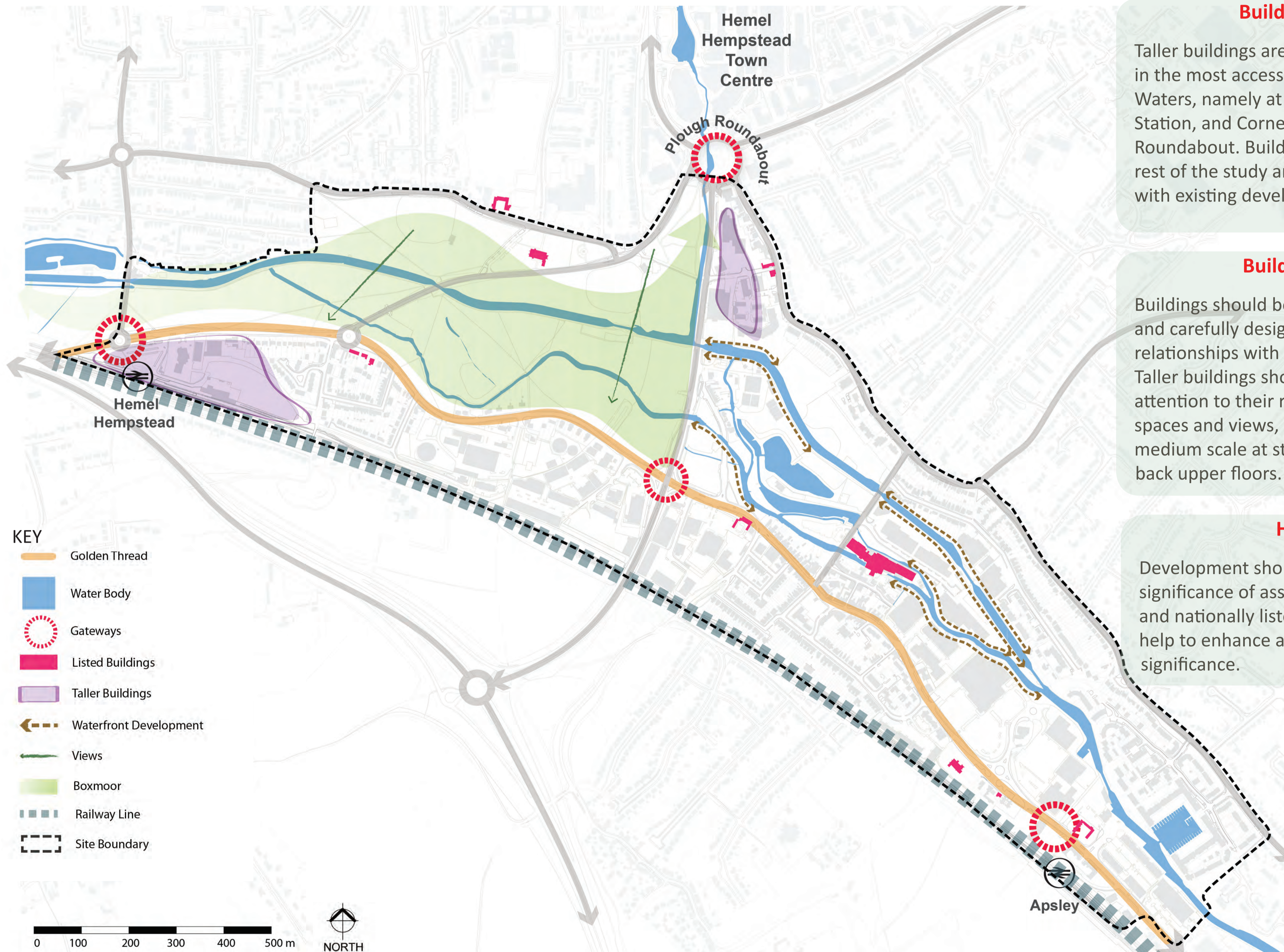
Taller buildings are most appropriate in the most accessible locations in Two Waters, namely at Hemel Hempstead Station, and Corner Hall fronting the Plough Roundabout. Building heights across the rest of the study area should be in keeping with existing development.

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

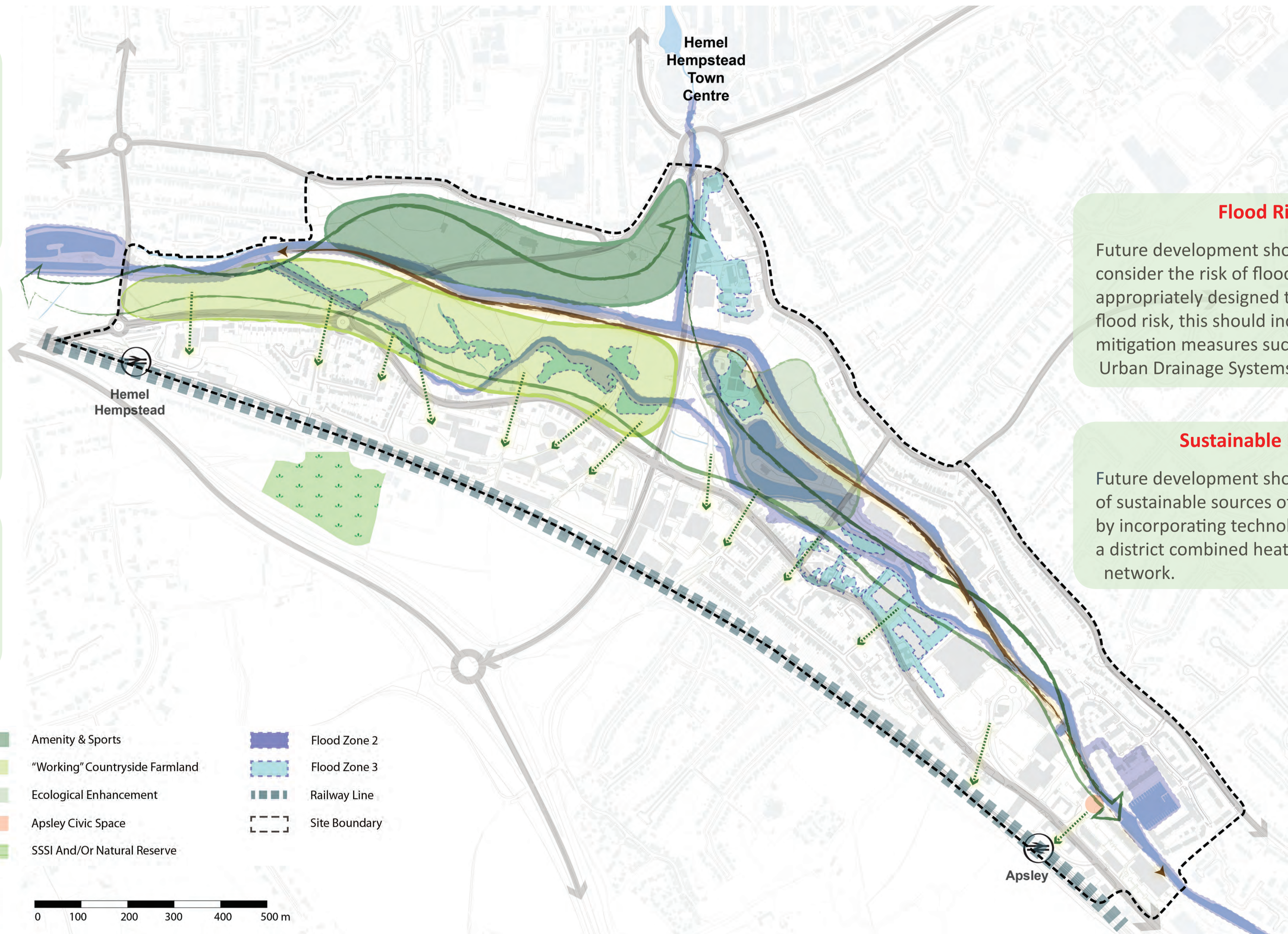
Enhance green and blue infrastructure through a net increase in trees and planting. There is a significant opportunity to provide ecological enhancements to the east of Two Waters Road and north of London Road.

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 | | |



0 100 200 300 400 500 m

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

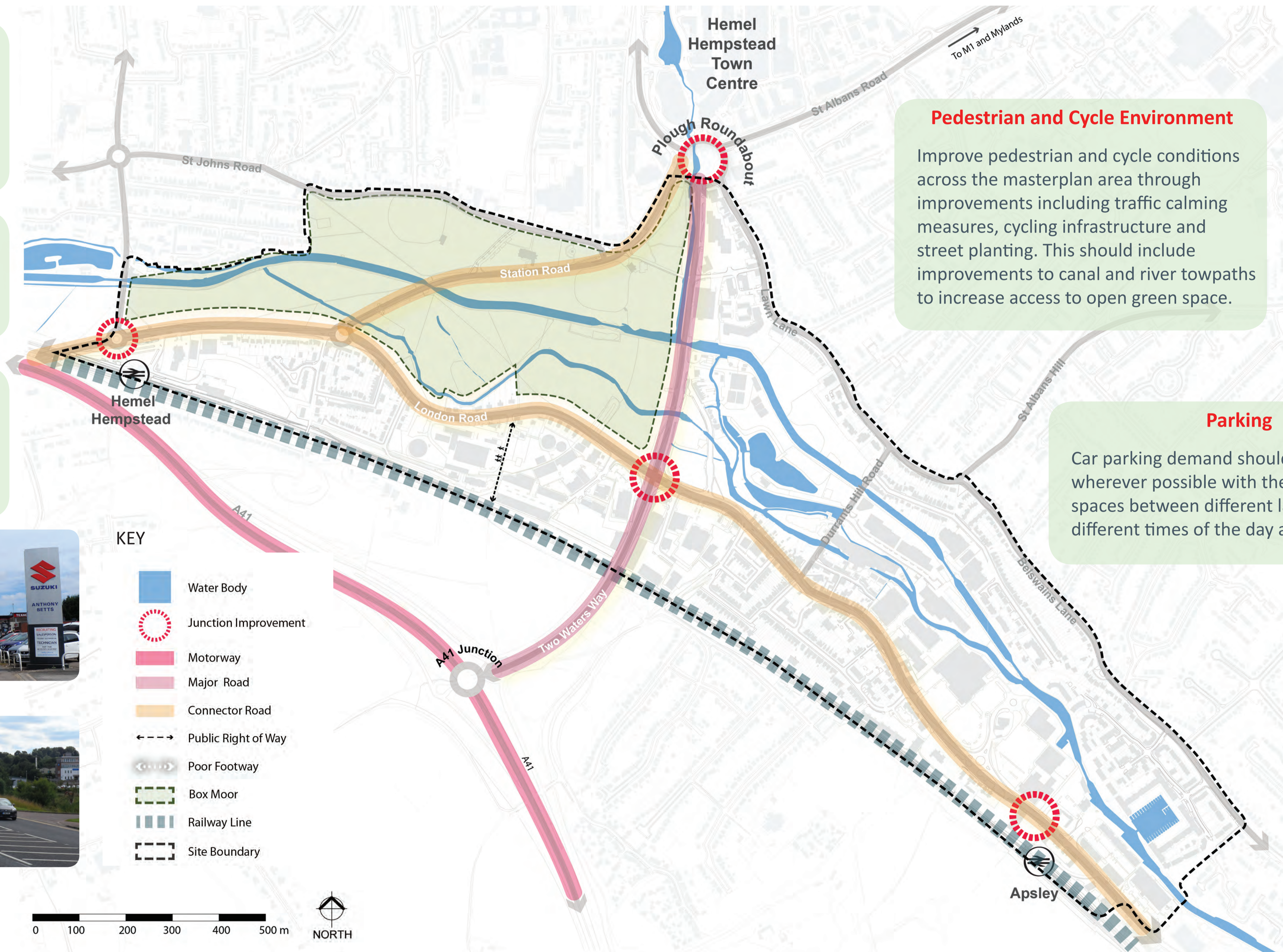
Individual developments will be supported by a travel plan to encourage sustainable travel such as public transport, cycling, walking and car sharing.

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



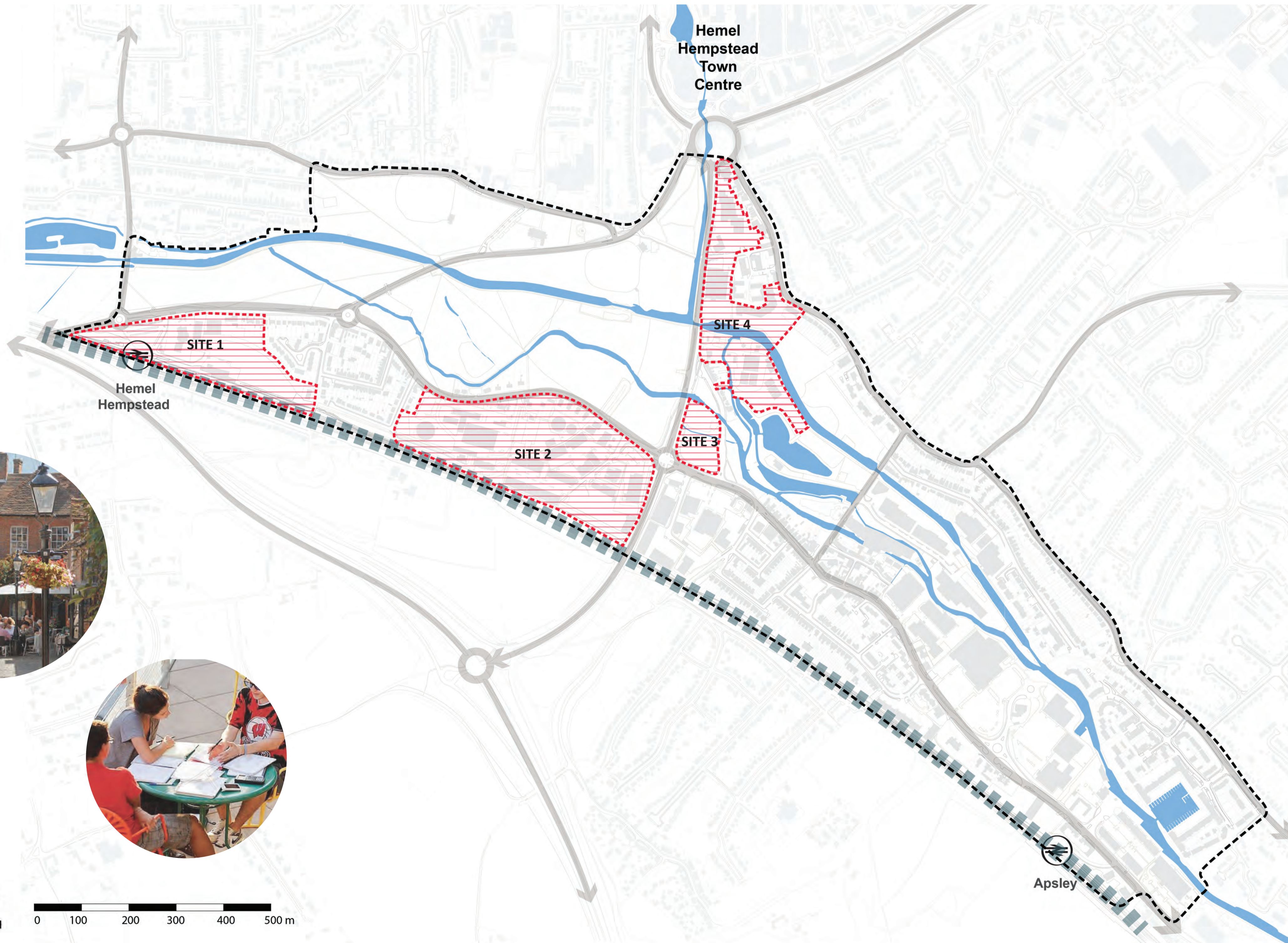
Plough Roundabout



Two Waters Way

Two Waters Masterplan - Key Sites

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

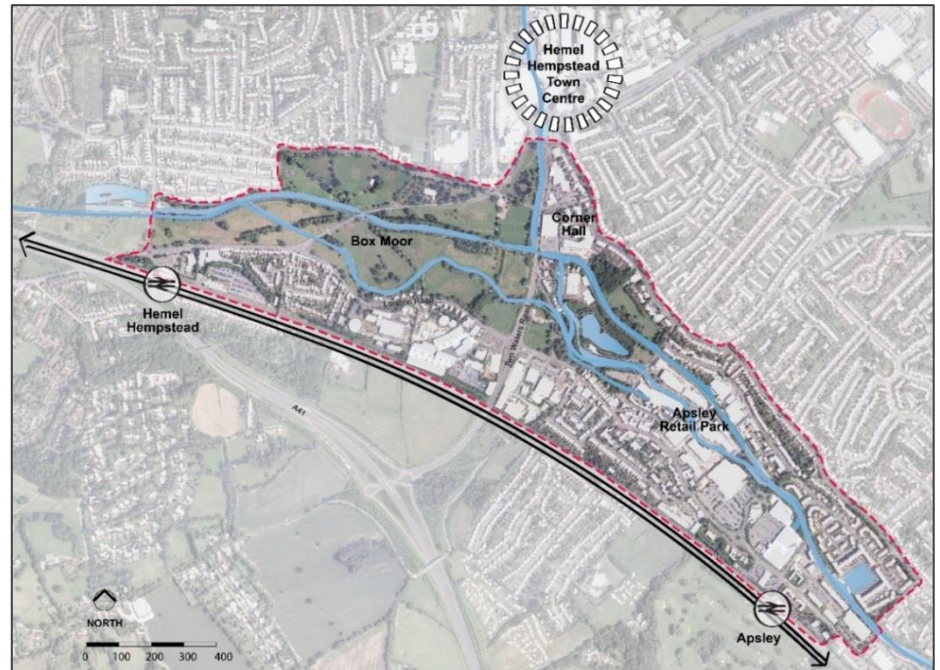
Help shape future development

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.

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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 overview of the plan for the new neighbourhood.

New homes, shops and offices will join the existing well established and established neighbourhood of The Waters. The plan is to be developed through...

The plan for the new neighbourhood of The Waters has been approved by Dorset Council to create a vision for the site.

The Waters covers the 30 hectares between Bland Hospital and Spout, with stations, roads of lanes and stretches as far as the main Bland Heath Road from the Victoria.

The plan will include a mix of housing, shops and offices to create a new neighbourhood.

For more information on the plan, visit the website.

It has been subject of ongoing development in the area. The plan is to be developed through...

There are a number of features highlighted in the plan. This includes a mix of housing, shops and offices to create a new neighbourhood.

Existing roads and structures are also considered, as is a mix of housing, shops and offices to create a new neighbourhood.

However, the plan is subject to a number of conditions, including a mix of housing, shops and offices to create a new neighbourhood.

And there is a number of other features highlighted in the plan, including a mix of housing, shops and offices to create a new neighbourhood.

to 'improvement facilities including parking'.

The plan also appears to be limited to the 'redevelopment of the site'.

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For more information on the plan, visit the website.

MAINTENANCE

Highways plan cleans 50,000th road sign

A countywide road programme has cleaned 50,000th road sign since being first installed in April.

The County Council is pleased to be celebrating the 50,000th road sign since being first installed in April.

The programme has cleaned 50,000th road sign since being first installed in April.

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Mark Forster, Britain's most decorated male swimmer, was at the launch of the One Stop Doctors mobile unit.

The One Stop Doctors mobile unit was launched in November. It provides a range of services to patients in the area.

Don't be a putterer, have some fun!

Swire's exciting new range of products is now available. It includes a range of products that are both fun and functional.

Medical director is appointed

A new medical director has been appointed to the One Stop Doctors mobile unit. This appointment is a significant step in the development of the unit.

One stop for all your private healthcare needs

New open Boundary Way, Bland Heath Road, B21 7YU

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

Next to our 24h walk-in clinic

Social Media coverage



I'm voting
#Hemel
#GBHighSt



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 **Dacorum Borough Council**
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
- Saturday 5 November 11.00am - 3.00pm, St John's Church, Boxmoor

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



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
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The consultations will be held:

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- 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.

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
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1HH
01442 228583

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

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

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

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
<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

	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?

	<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.

<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

<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>

<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..

<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.

<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>

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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>

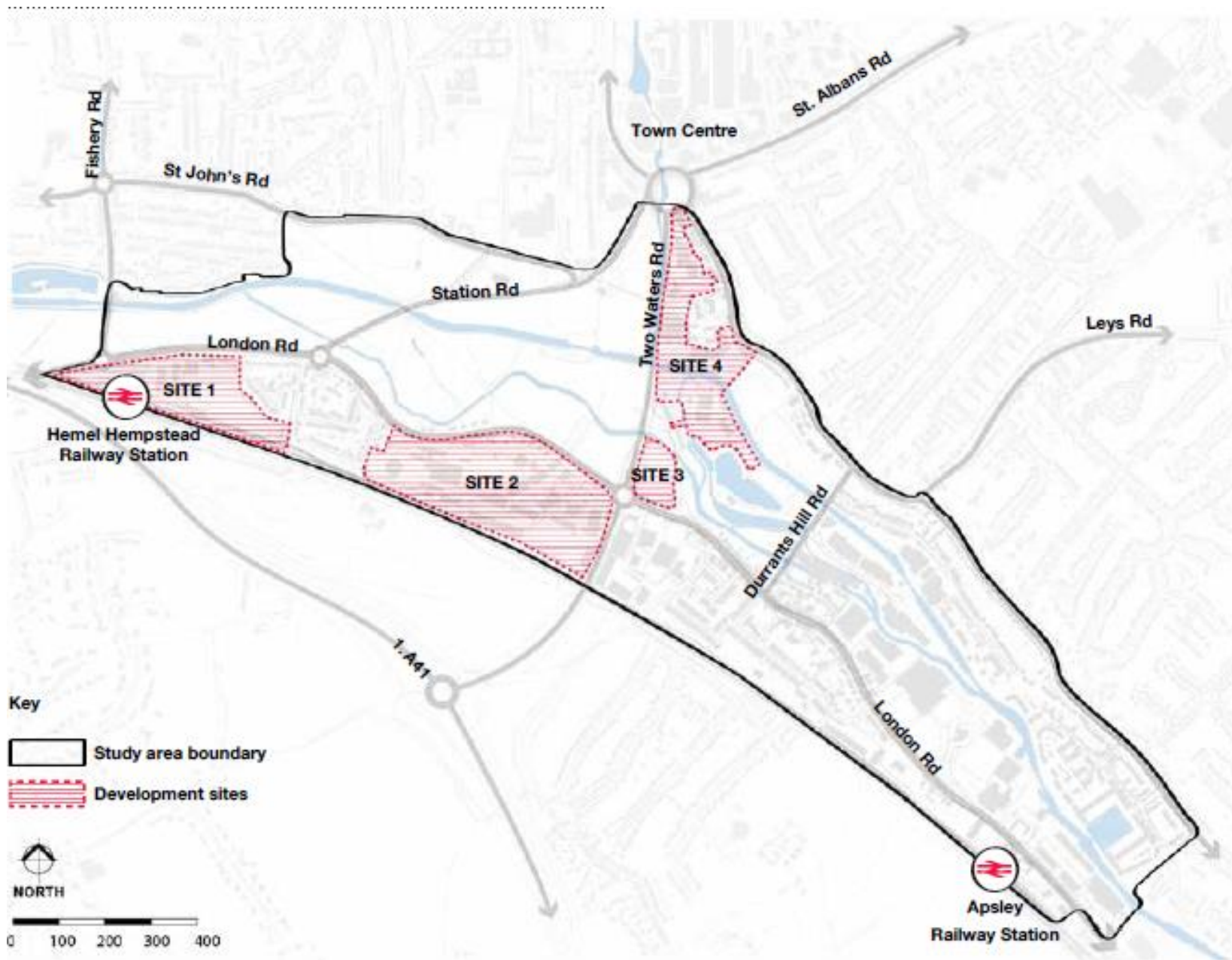


Figure 3.1: Site boundary and key development sites 1 - 4

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>
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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

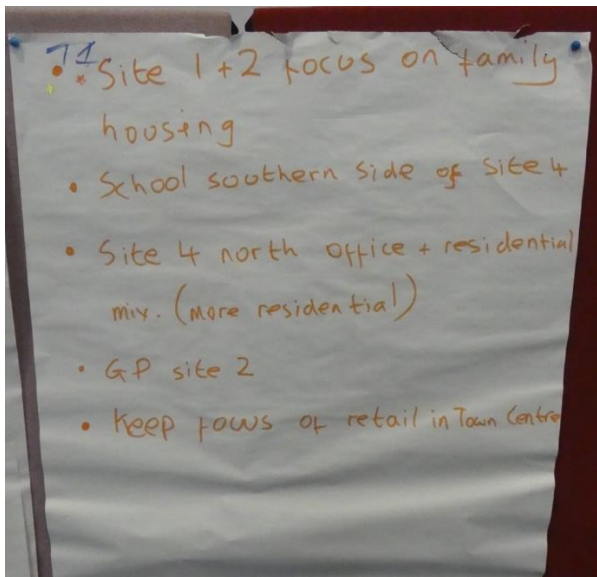
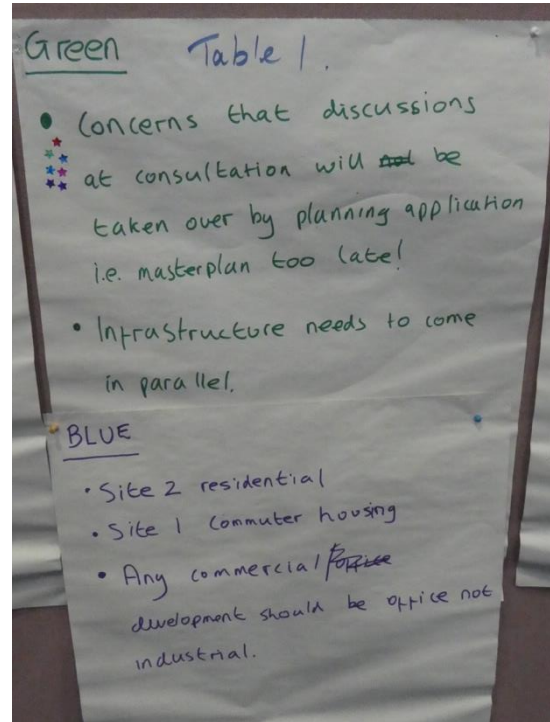
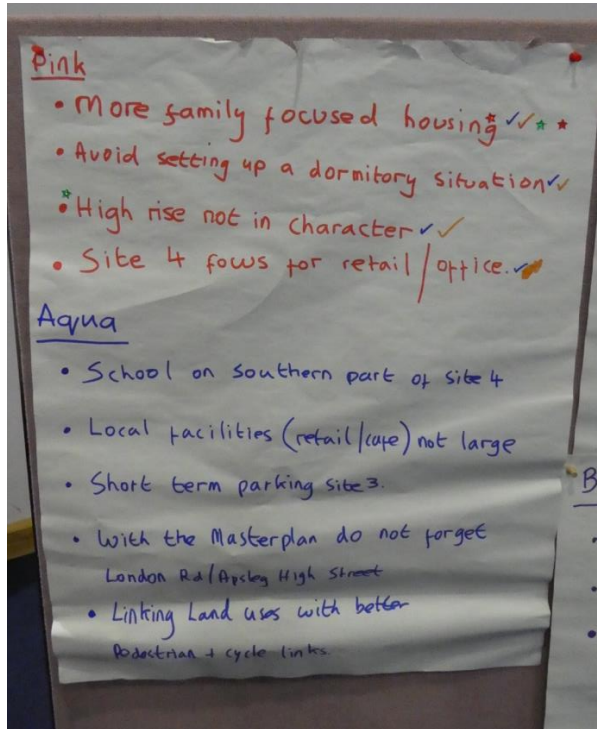


Table 2

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. Durants 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
- t 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 - considered
 - 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 - Service

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 DUBLANTS 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 DUBLANTS LAKE (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 BOYS 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 ACCESSIBLE & 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

4 storey

- 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 area 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 & Cana
 improves. Village/rural feel.
 Emulate style by Beam Coach.

SITE 2: 3-4 storeys. Similar
 Principles to site 1.
 Similar to recent ^{to pitley lark} 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 - CA 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 (CAFÉ) + SMALL LIMITED SHOPPING
 2 - RESIDENTIAL (FAMILY) MIX - WITH DIVERSITY SCHOOL. ***
- 4 - TALLER BUILDING BY BUSHABOUT GOING DOWN TOWARDS SITE 3 *
 RESIDENTIAL & ZAP * GET TO SEE
 - POSSIBLE PRIMARY EDUCATION POTENTIAL *
- IMPORTANCE OF METROPOLIS HOMES

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 (TH) 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 ^{two water}
 - 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 2 units
 - 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 local 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
Marlowes
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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,

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

Appendix 6:

Final Consultation Report Round 3 Consultation July – August 17 (February 2018)
(amended following Strategic Planning and Environment Overview and Scrutiny
Committee, October 2017)

**Two Waters Masterplan Guidance Public and Stakeholder Consultation 3
(July – August 2017)
Consultation Report**

February 2018



BDP.

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Executive Summary

- Dacorum Borough Council (DBC) has commissioned BDP to build on the Two Waters Strategic Framework (November 2015) and prepare the Two Waters Masterplan Guidance report. This Consultation Report presents an overview of the findings from the third Two Waters Consultation that was run from 6th July to 16th August 2017.
- Two previous rounds of consultation and several stakeholder discussions were held which informed the draft Two Waters Masterplan Guidance document. These included:
 - Discussions with local stakeholders, 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;
 - A questionnaire covering the key topics from the consultation boards available at the above drop-in events and online from 4th November to 18th November, allowing public to provide comments on proposals; and
 - Public and stakeholder workshops held on 26th January 2017.
- Following this third round of consultation DBC analysed 293 questionnaire responses and public and stakeholder comments received via email and letters. A large number of responses were focussed on:

- Heights and density of development and the character of the area;
 - The future of Sunnyside Rural Trust;
 - Open Space
 - Transport issues in the area;
- A large number of respondents, whilst being supporting of the Masterplan Guidance in general, objected exclusively due to their concern regarding the future of **Sunnyside Rural Trust**.
- It was explained in the masterplan guidance that a site needed to be considered for a primary school for viability purposes and that the most expensive option, a new school was considered along with other uses including its existing use by Sunnyside Rural Trust. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site. As a result of this consultation and further work with Hertfordshire County Council, we have removed the option of providing a school on Site 4 from the Masterplan Guidance. Should the site be no longer required for use by the Trust at some time in the future the Masterplan provides for the current site's regeneration with guidelines as to what might be appropriate. DBC will continue to work with HCC to provide primary school places as required.
- Key messages and DBC's responses are outlined in the table below and in further detail in Sections 4 and 5 of this report.

Key message	DBC Response
<p>Over half of all respondents to the questionnaire and many of the stakeholder respondents were supportive of the principles for ‘Open Space and Sustainability’ with a further 22% of questionnaire respondents objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. Two Waters is an area rich in its open space assets. The vision, objectives and guidance principles of the Two Waters Masterplan aims to protect and better utilise these assets. As a result of feedback from this consultation, principles around this theme, including mitigation of pollution have been strengthened.</p>
<p>Nearly half of the questionnaire respondents and a majority of the stakeholders who provided responses in this area were supportive or broadly agreed with the Transport and Movement Overarching Guidance. A further 11% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. A core vision of the Two Waters Masterplan Guidance is for sustainable development around the transport hubs and to improve sustainable transport and accessibility in the area. This is in keeping with National Policy. As a result of feedback from this consultation some amendments have been made to strengthen this area.</p>
<p>One third of questionnaire respondents and a majority of the stakeholders who responded were supportive of the vision for Two Waters. A further 20% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the vision.</p>
<p>Over 36% of questionnaire respondents and a majority of stakeholders were supportive of the objectives for the Two Waters Masterplan Guidance. A further 21% of questionnaire respondents did not support the objectives only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the objectives.</p>
<p>Nearly one third of questionnaire respondents were supportive of the guidance principles for the Built Environment. A further 17% of questionnaire respondents did not support the objectives only due to their uncertainty regarding the future of Sunnyside Rural</p>	<p>DBC acknowledges the support from respondents in this area. The guidance balances the varying priorities that need to be taken in to consideration in implementing the built environment strategy for Two Waters. As a result of feedback from this consultation some amendments</p>

Key message	DBC Response
Trust.	have been made to strengthen this area of the guidance.
In general approximately one quarter of respondents were supportive of the guidance principles for Sites 1 – 4 with further significant percentages (7% - 20%) objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust. Only Site 1 had over 50% of questionnaire respondents objecting to development, primarily opposing high scale development.	DBC acknowledges the support from respondents on guidance for development . Concerns raised have been responded to below and in Section 5 and Appendices A and B below. As a result of feedback from this consultation amendments have been made to strengthen this area of the guidance. See Appendix A for proposed changes to the Masterplan Guidance.
Out of those who objected, there was opposition to higher scale and density , particularly on Site 1	<p>DBC acknowledges the concerns raised. The Masterplan Guidance has been prepared through the careful consideration of a number of factors.</p> <p>Two Waters area is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Due to its location, development will come forward in this area through the market even if there is no specific masterplan. The masterplan guidance sets out a level of development that can be accommodated within the area. In addition, to minimise the impact on the wider countryside, we need to consider and take forward housing proposals within town boundaries and higher densities around transport nodes such as Hemel Hempstead railway station.</p> <p>However as a result of this consultation, the maximum height proposed for some isolated buildings within Site 1 will be reduced from eight storeys to six storeys. A majority of the buildings, particularly those fronting London Road remain at a maximum of 4 storeys.</p> <p>Further modifications will also be made to the Masterplan Guidance following this round of consultation including strengthening the overarching and site specific guidelines on scale and design.</p>
A large number of respondents expressed concern about the future	DBC acknowledges the concerns raised.

Key message	DBC Response
<p>of Sunnyside Rural Trust.</p>	<p>It was explained in the masterplan guidance that a site needed to be considered for a primary school for viability purposes and that the most expensive option, a new school was considered along with other uses including its existing use by Sunnyside Rural Trust. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site.</p> <p>As a result of this consultation and further work with Hertfordshire County Council, we have removed the option of providing a school on Site 4 from the Masterplan Guidance. Should the site be no longer required for use by the Trust at some time in the future the Masterplan provides for the current site's regeneration with guidelines as to what might be appropriate. DBC will continue to work with HCC to provide primary school places as required.</p>
<p>There was some concern regarding a tall landmark building at the Plough Roundabout</p>	<p>DBC acknowledges the concerns raised. Taller buildings are an important part of an urban streetscape . Tall buildings are considered appropriate in this location given that it is the town centre gateway and adjacent to existing taller buildings. All development coming forward including taller buildings would need to adhere to statutory requirements. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p>
<p>There was some concern that development around the moors and Boxmoor may detract from the natural assets and character of the area.</p>	<p>DBC acknowledges the concerns raised. Guidelines have been included to protect the moors and minimise the impact of any new development on the character of the area. As a result of this consultation, the guidance in this area has been strengthened and the maximum height of buildings on Site 1 has been reduced from eight storeys to six storeys. A majority of the buildings, particularly those fronting London Road remain at 4 storeys.</p>

Key message	DBC Response
<p>Of those who objected, there was concern that the scale of development will exacerbate existing transport and parking issues and scepticism regarding proposed modal shift towards sustainable transport alternatives to reduce car use.</p>	<p>DBC acknowledges the concerns raised. As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle issues. This is being taken forward through the emerging South West Herts Growth and Transport Plan which identifies a number of both local and strategic projects. As and when sites come forward for development, further assessments and mitigating measures will be required through the planning application process.</p> <p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. See Section 5 for a detailed response.</p>
<p>There was some concern about the provision of sufficient infrastructure to support additional residential development.</p>	<p>DBC acknowledges the concerns raised. Infrastructure improvements have been identified where appropriate to the scope of the masterplan and will be expected to be delivered through CIL and other contributions/funding received, as and when development comes forward. DBC has a dedicated team who will continue to work with other departments and infrastructure providers including Hertfordshire County Council to facilitate delivery of required infrastructure.</p>

- The sections below analyse and detail the responses received and provide DBC's responses to key themes that emerged as well as to a summary of comments received.

- Changes will be made to the draft Two Waters Masterplan Guidance report as a result of this consultation. Details of the changes are outlined in Appendix A.

- The final Two Waters Masterplan Guidance is expected to be submitted to Cabinet and Full Council in 2018 with the recommendation for adoption.

1. Introduction

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

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 will also inform emerging planning policy including the content of Dacorum's new Local Plan. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

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 (July, 2016), this Consultation Report provides an overview of the third round of consultation – consultation on the draft Two Waters Masterplan Guidance document from 6th July – 16th August 2017.

2. Previous Consultations

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). Three rounds of public and stakeholder consultation as well as focussed discussions with key stakeholders, landowners and developers have specifically informed the development of the Two Waters Masterplan Guidance.

Details of previous rounds of consultation can be found on our website at www.dacorum.gov.uk/regeneration.

3. Draft Masterplan Guidance Consultation Overview

Public consultation on the draft Two Waters Masterplan Guidance was carried out from Thursday 6th July until Wednesday 16th August 2017.

The consultation was publicised in the local newspaper, through posters on local notice boards, posters at local businesses in Apsley/Boxmoor who agreed to display them, digital posters on the screens in Hemel Hempstead town centre and The Forum, Digital Digest, newsletters and regularly throughout the consultation period through social media.

Emails or letters were also sent inviting all who had participated or responded to previous rounds of the Two Waters Masterplan Guidance consultation, stakeholders, statutory consultees and local businesses, to respond. In addition, emails/letters were also sent out to all those who had previously expressed an interest in participating in Strategic Planning and Regeneration consultations and had registered on the database. Details of the consultation were also emailed to DBC's Online Consultation panel.

An online questionnaire was available throughout the consultation period on the Dacorum Borough Council website along with all relevant background documents. Paper copies of the questionnaire and documents were also available at DBC's deposit points in Hemel Hempstead, Tring and Berkhamsted at the libraries and Civic Centres.

DBC received 293 questionnaire and email responses from the public. Further correspondence in letter and email format was also received from Buckinghamshire County Council, Campaign to Protect Rural England, The Chiltern Society, Chilterns Conservation Board, Countryside Access Officer (DBC), Environment Agency, Hertfordshire County Council, Hertfordshire Police, Historic England, Lumiere Developments, National Grid, Natural England, Network Rail, St William Homes, Thames Water, The Box Moor Trust and Boxmoor District Angling Society.

4. Questionnaire Findings

This section contains the main findings from the questionnaire. The questionnaire findings are broadly divided in to two areas:

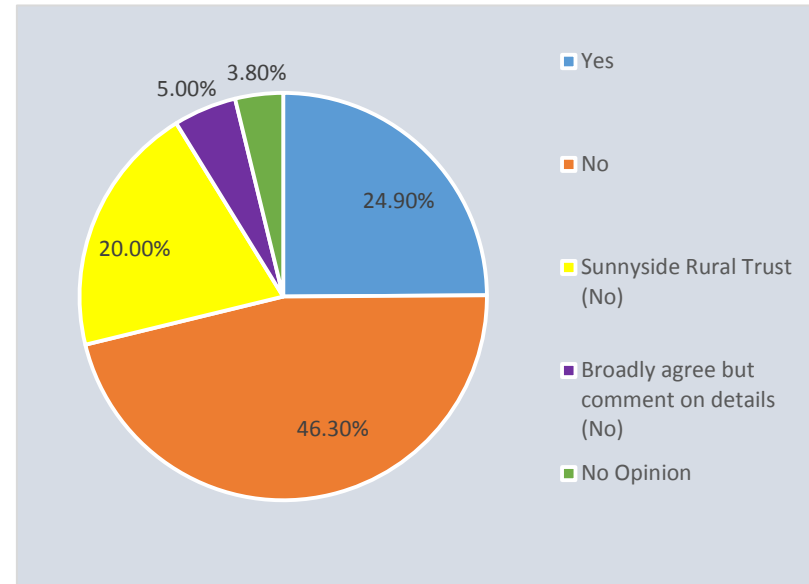
- Quantitative analysis of the results.
- Qualitative analysis of the comments and DBC responses.

293 people submitted their views via the questionnaire. We received a further three responses by email/letter from members of the public and 20 from stakeholders. Section 4 is based on comments received to the questionnaire. All responses have been included in the analysis in Section 5. Appendices A and B summarise comments received from public and stakeholders via the questionnaire and/or letters/emails.

Whilst a large proportion of respondents appeared to object to the Masterplanning Guidance, analysis of the results show that a significant number of the respondents who did not agree with all sections of the Masterplanning Guidance disagreed primarily due to their concerns regarding the future of Sunnyside Rural Trust, with some providing comments supporting the rest of the content of the document. The Council is committed to working with Sunnyside Rural Trust to ensure that this provision is not lost and the potential option for a primary school on Site 4 will be removed from Site 4. As such where this is the only objection noted, this objection is shown as a separate percentage.

Furthermore, a percentage of respondents whilst selecting 'no' have provided comments that they broadly agree but have selected 'no' in order to comment on the detail of the proposals. Hence once more where the comments broadly agree, they have been identified as a separate percentage.

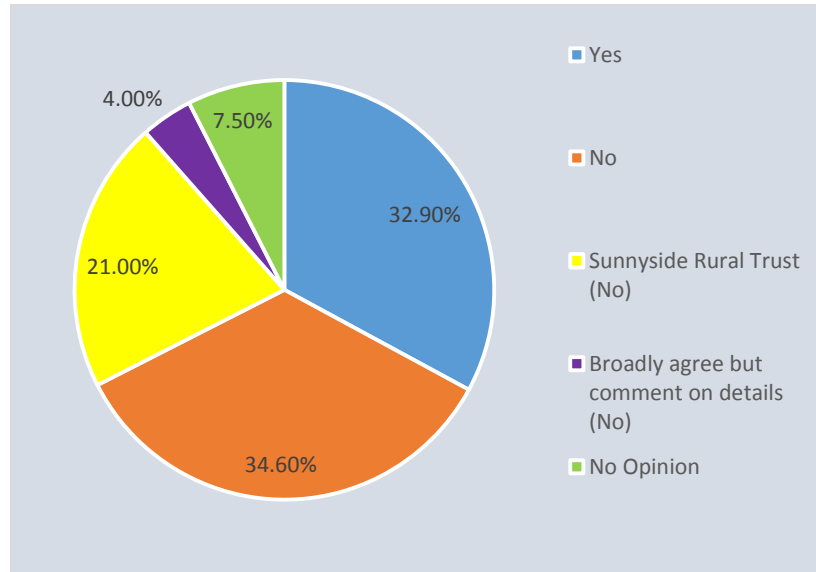
Question 1. Do you support the 'vision' for Two Waters set out in section 4.1?



24.9% of respondents agreed with the vision for Two Waters and a further 5% broadly agreed but wished to comment on the detail. A further 20% indicated uncertainty over the future of Sunnyside Rural Trust as their reason for objection. 46.3% of respondents did not agree with the vision for Two Waters.

Those who disagreed commented on developments being visually intrusive and generating extra traffic. A number of respondents queried the need for mixed-use developments around the station.

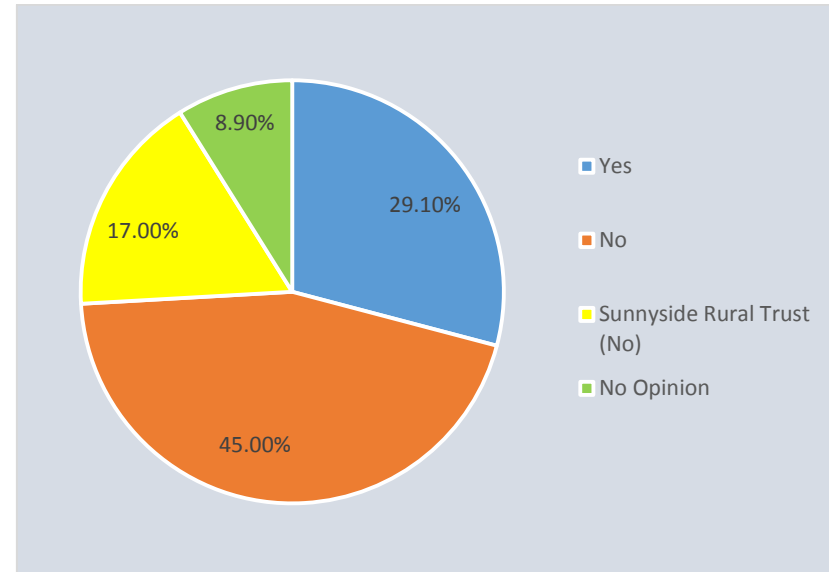
Question 2. Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?



32.9% of respondents agreed with the objectives for Two Waters whilst a further 4% broadly agreed and wanted to comment on the detail. A further 21% of respondents who disagreed stated the future of Sunnyside Rural Trust as the reason for not agreeing. 34.6% of respondents did not agree with the objectives for the Two Waters Masterplan.

Concerns raised mainly centred on protecting the existing character and protecting green spaces and existing traffic congestion levels.

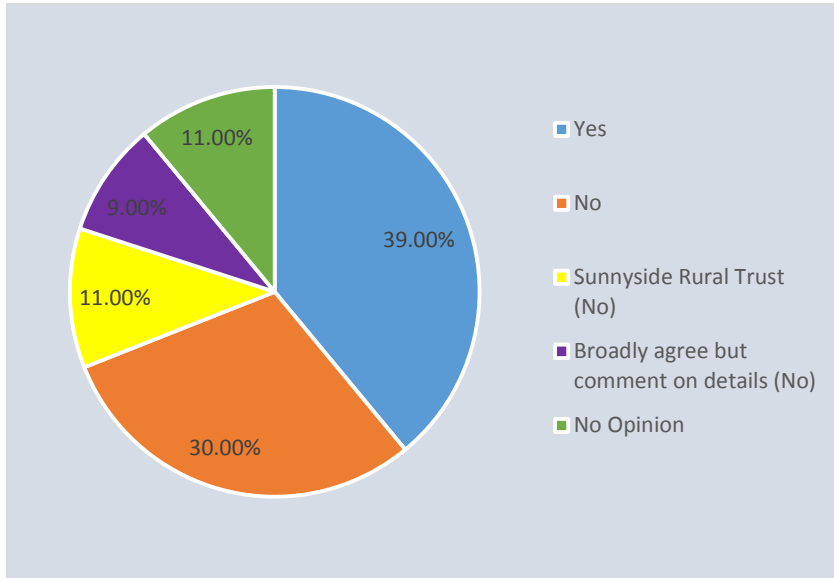
Question 3. Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.10?



Approximately a third of respondents agreed with the principles for the 'Built Environment' with a further 17% indicating that the future of Sunnyside Rural Trust was their main reason for disagreeing. 45% of respondents did not agree.

Those who objected generally did so due to their objection to building heights and loss of character in the area. A large number of those felt that building heights should be limited to 4 storeys throughout the Two Waters area.

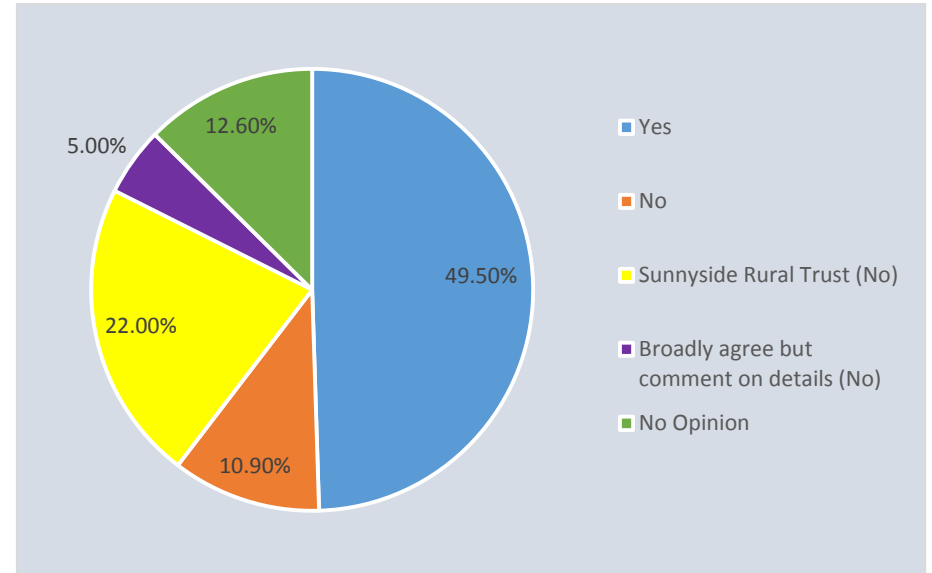
Question 4. Do you support the Overarching Guidance for ‘Transport and Movement’ set out in section 5.2?



Nearly half of respondents agreed or broadly agreed with the overarching guidance principles for transport and movement. A further 11% of respondents stated the uncertain future of Sunnyside Rural Trust as the only reason for objecting. 30% of the respondents did not agree

The main points of concern were an increase to congestion on already busy roads, and increased parking issues as more residential properties come forward with less allocated parking spaces.

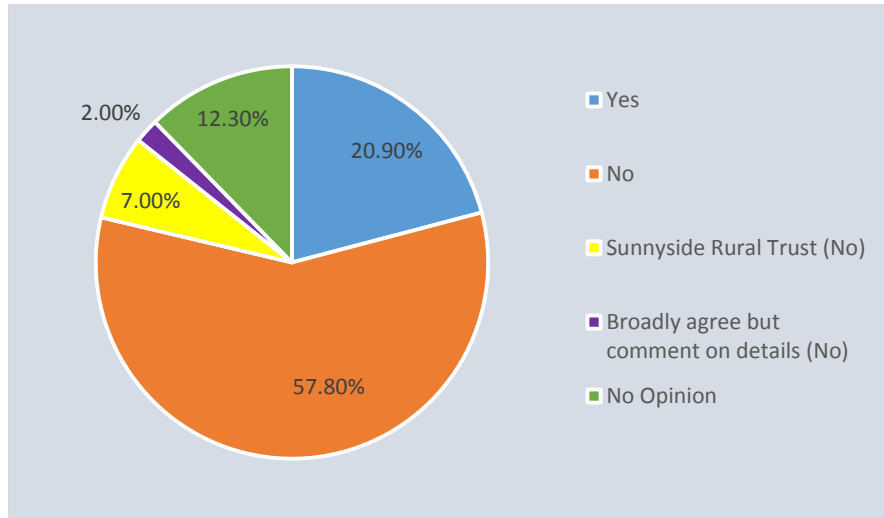
Question 5. Do you support the Overarching Guidance principles for ‘Open Space and Sustainability’ set out in section 5.3?



More than half of respondents supported the overarching guidance principles for open space and sustainability by agreeing or broadly agreeing with them. A further 22% stated the unclear future of Sunnyside Rural Trust as the main reason for objecting. 10.9% of respondents did not support the guidance principles. 7

Comments made focussed on protecting the moors and the character of the area.

Question 6. Do you support the development site guidance for Site 1 set out in section 6.1?



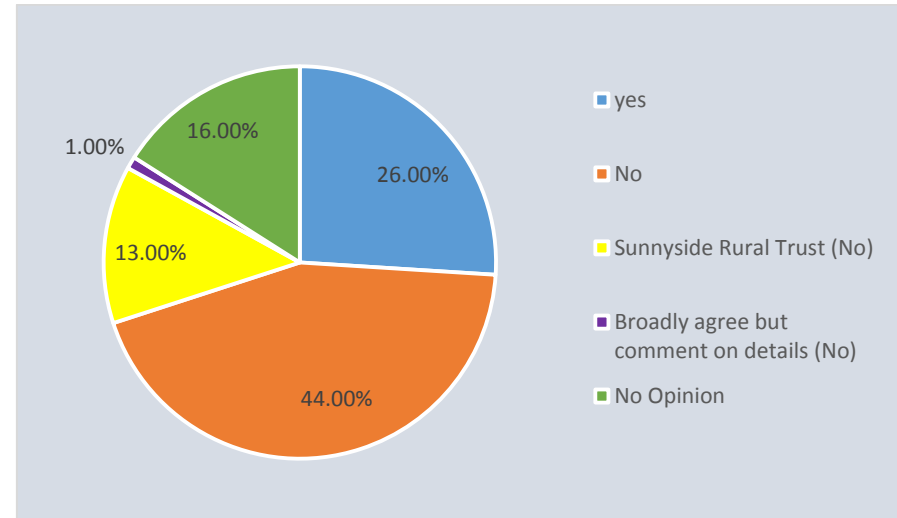
Over 22% agreed or broadly agreed with the principles. A further 7% stated the future of Sunnyside Rural Trust as their reason for objection and 12% had no opinion. However, 57.8% of the respondents did not support the development site guidance for Site 1.

The main reasons given for not agreeing were concerns that the site would be overdeveloped and reservations over the maximum height of up to eight storeys.

Other issues mentioned were additional congestion on already busy roads and further problems with insufficient parking spaces.

Concerns over safeguarding the roman archaeology site were also expressed.

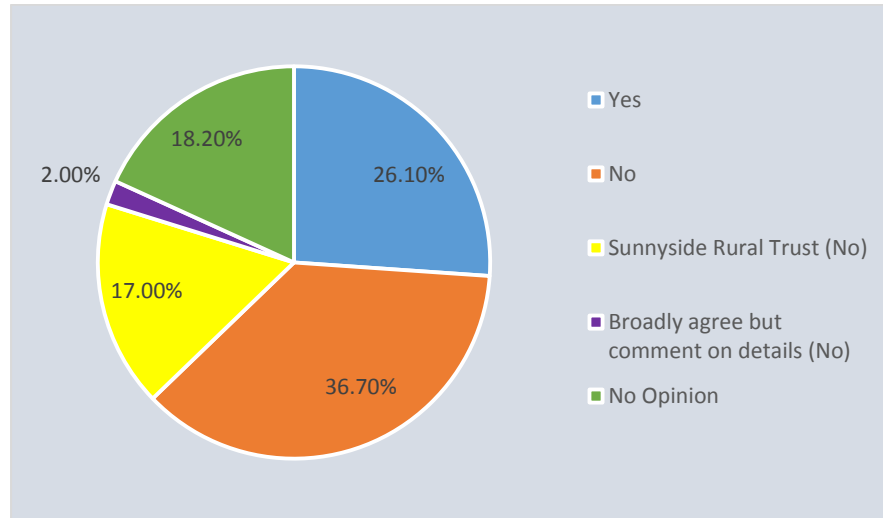
Question 7. Do you support the site guidance for Site 2 set out in section 6.2?



Over quarter of respondents agreed on the principles for Site 2. A further 13% commented that concerns over the future of Sunnyside Rural Trust was their main reason for objection and 18% had no opinion. 44% of respondents did not support the site guidance for Site 2.

The main reason stated was the maximum heights proposed on the site which in some areas is stated as 6 or 8 storeys.

Question 8. Do you support the development site guidance for Site 3 set out in section 6.3?

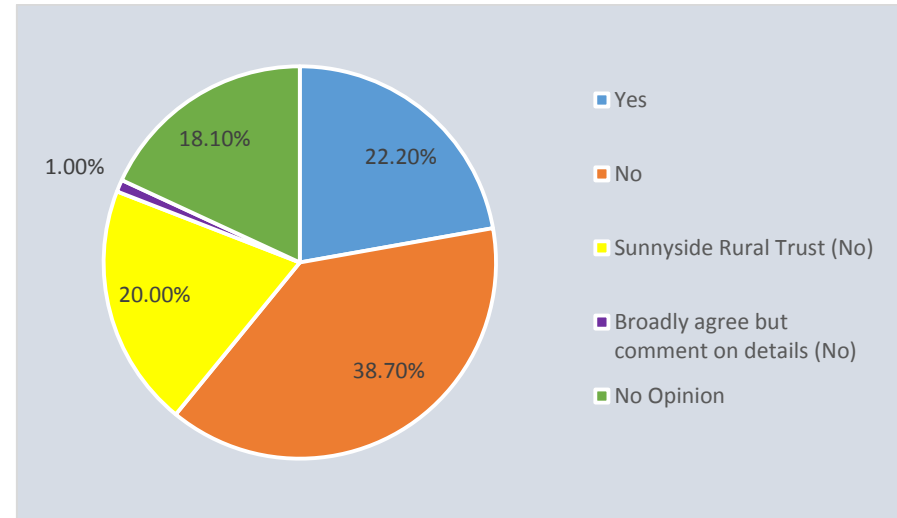


Over 28% of respondents agreed or broadly agreed with the guidance for Site 3. A further 17% stated the future of Sunnyside Rural Trust as the main reason for objection and 18% had no opinion. 36.7% of the respondents did not support the site guidance for Site 3.

Respondents who did not agree had concerns over locating a school near a busy junction, protecting the current green space that is located on that site and again the proposed heights of buildings.

A number of respondents also commented that it was unrealistic to assume that parents would use a drop off zone for schools.

Question 9. Do you support the development guidance for Site 4 set out in section 6.4?

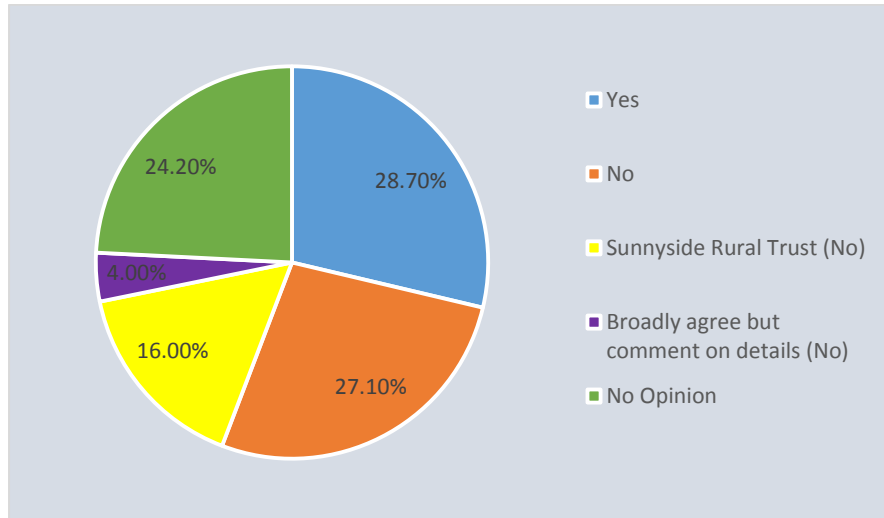


Over 23% of respondents agreed or broadly agreed with the guidance with a further 20% stating that their main reason for their objection was concern for the future of Sunnyside Rural Trust. 38.7% of respondents did not support the development guidance for Site 4.

In addition to concerns over the future of Sunnyside Rural Trust that is currently located within Site 4, the main reasons given for not supporting the guidance were objections to the potential 16-storey landmark building, concerns from employees whose businesses are currently within the site and the additional congestion that would be caused.

Additional concerns raised were over the suitability of that area for residential use due to flooding.

Question 10. Do you support the approach to 'Next Steps' outlined in sections 7.1-7.5?



Over a third of respondents agreed with the next steps. An additional 16% commented that their main reason for objecting was concern over the future of Sunnyside Rural Trust and nearly a quarter had no opinion. 27.10% of respondents did not support the 'Next Steps' outlined in the document.

Of those who objected, a number of people stated that they would like further consultation and engagement at times that are convenient for the majority to attend.

5. Key Consultation Themes and Council Responses

This section outlines the key themes emerging from the qualitative responses provided by both the public and stakeholders through the analysis of questionnaire responses and letters/emails received.

KEY MESSAGE	DBC RESPONSES
<p>1. Sunnyside Rural Trust</p> <p>A large number of respondents raised concerns and objected to the Masterplan Guidance as they were concerned about the future of Sunnyside Rural Trust.</p>	<p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained . As a result of this consultation and further work with Hertfordshire County Council, we have removed the option of providing a school on Site 4 from the Masterplan Guidance. Should the site be no longer required for use by the Trust at some time in the future the Masterplan provides for the current site’s regeneration with guidelines as to what might be appropriate. DBC will continue to work with HCC to provide primary school places as required.</p>
<p>2. Scale, Density and Character of Development</p> <p>Respondents welcomed the emphasis on housing delivery within the Borough and the principle to provide guidance to help shape the future of the area.</p> <p>There was repeated emphasis by respondents that development should build on the existing character and scale of the surrounding area and a large number of those who objected expressed concern that the masterplan may not deliver this primarily due to the proposal for some taller development in the area.</p> <p>Those who objected expressed concern on overdevelopment and a large number of respondents were concerned about taller buildings and were</p>	<p>The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation.</p> <p>Whilst DBC accepts that a large number of respondents oppose development above 4 storeys, a number of considerations as outlined above including public views need to be taken into account when preparing the masterplan guidance. In order for the masterplan guidance to be effective proposed development needs to be viable. Viability assessments</p>

KEY MESSAGE	DBC RESPONSES
<p>generally opposed to development above 4 storeys in height.</p> <p>Conversely, there were a few respondents both stakeholders and questionnaire respondents who felt that the development and heights proposed are too low and will make development unviable. Some stakeholders have highlighted the pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum in line with Government policy and have highlighted that the Masterplan Guidance should place even greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area.</p> <p>A few respondents have also raised the need for houses that are appropriate for the local community rather than apartments.</p>	<p>indicate that some development above 4 storeys is required to make the sites viable.</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. Maximising the potential for the construction of new dwellings within more urban areas such as Two Waters, serves both to concentrate development in strategic areas around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>The feasibility of different forms of development were tested through the process of preparing the Masterplan Guidance. Early iterations of the masterplan tested much higher development capacities than those proposed in the current Masterplan Guidance but these were considered inappropriate forms of development due to:</p> <ul style="list-style-type: none"> • Negative impacts on views and townscape due to building heights and dominance of taller buildings. • Poor relationships between existing and proposed buildings due to increased density. • Negative impacts on the local highways network due to increased vehicle movements. • Negative impacts on viability due to the requirement for underground car parking. • Views expressed through public consultation and steering group meetings. <p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors</p>

KEY MESSAGE	DBC RESPONSES
	<p>including views expressed through public consultation. However, further detailed assessments and viability work will need to be undertaken by potential developers through the planning process as and when development comes forward.</p> <p>Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>DBC has taken in to consideration responses to this consultation along with all of the above and reduced the maximum height on some isolated buildings on Site 1 from eight storeys to six storeys. The majority of development, particularly along London road remains at four storeys.</p>
<p>3. Key Development Sites</p> <p><u>Site 1: Hemel Hempstead Station</u></p> <p>Respondents raised concerns regarding what they felt was overdevelopment of the area and in particular, concerns regarding heights of up to 8 storeys. They felt that heights should be limited to 4 storeys though a few respondents felt that the proposed heights and densities were not viable. Concerns were also raised regarding the impact of development to the character of the area and on Boxmoor.</p> <p>A number of respondents welcomed proposals to improve the rail station and surrounding areas and to protect the archaeological significance of the Roman site.</p>	<p>Site 1 represents a key strategic gateway to Hemel Hempstead and there is a national emphasis on increasing development including residential units around transport hubs such as railway stations. The draft masterplan outlines primarily low to mid-range building heights with provision for development of up to 8 storeys in a small section of the site. As outlined in Section 2: Scale, Density and Character of Development, a number of factors need to be considered when determining the form of development including height and densities appropriate for the site and ensuring that the site is viable for development. As it currently stands, due to the high costs associated with development at this location, additional funding is likely to be required to deliver all the aspirations of the site. Therefore, the level of development will need to be carefully considered and designed to</p>

KEY MESSAGE	DBC RESPONSES
<p>Further concerns were raised regarding the impact on traffic congestion in the area, parking and in particular inappropriate on street parking.</p> <p>Respondents in general welcomed improvements to the station but were concerned about the provision of commercial space (office, retail, hotel) as they felt that there was already underutilised commercial space in the wider area.</p>	<p>help bring forward a more appropriate primary station gateway for Hemel Hempstead with a mix of complimentary commercial uses.</p> <p>DBC has taken in to consideration responses to this consultation along with all of the above and reduced the maximum height on some isolated buildings on Site 1 from eight storeys to six storeys. The majority of development, particularly along London road remains as up to four storeys</p> <p>DBC will work with other organisations such as HCC and Network Rail to seek alternative funding to help mitigate any potential funding gap. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p> <p>See Section 4 of this table for details on Transport and Parking.</p> <p>Detailed viability work will be undertaken on site 1 to identify the demand for facilities such as office, retail and a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use in close proximity to Hemel Hempstead station would create a new and distinct offer to options available elsewhere in the town.</p> <p>This has been noted and recognised within the Masterplan Guidance.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p>

KEY MESSAGE	DBC RESPONSES
<p><u>Site 2: London Road</u></p> <p>Responses were similar to that provided on Site 1: Hemel Hempstead Station although the number of respondents who did not support the site guidance for site 2 was lower than for site 1. A number of respondents objected to development above 3-4 storeys and expressed concerns regarding over development.</p> <p>A large number of concerns raised were regarding the likelihood of increased traffic congestion due to increased development in the area.</p> <p><u>Site 3:</u></p> <p>There were a number of general concerns raised regarding building heights over development and concerns regarding traffic congestion similar to the other sites.</p> <p>There were also some concerns raised by stakeholders regarding the site being located in the flood zone and in close proximity to water courses and the need for any development coming forward to be mindful of these concerns.</p> <p>Respondents also had concerns over locating a school near a busy junction and that it was unrealistic to assume that parents would use a drop off zone for schools and that this would only add to congestions.</p>	<p>The Masterplan Guidance indicates that the majority of the development on site should be up to 4 storeys with limited developments in specific areas up to 6 and 8 storeys. Higher development has been located away from London Road and closer to the retained employment/retail area. Viability assessments indicate that some development above 4 storeys is required. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p> <p>See Section 4 of this table for details on Transport and Parking.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>See Section 2 of this table.</p> <p>Any development coming forward would need to be mindful of these issues and would need to go through the appropriate assessments and consultations through the planning process.</p> <p>DBC and Hertfordshire County Council (HCC) will undertake further assessments and feasibility studies regarding the educational provision.</p>

KEY MESSAGE	DBC RESPONSES
<p>There were also some objections raised stating that the current green space should be protected.</p> <p><u>Site 4:</u> A number of the same concerns raised regarding building heights and over development on the other sites have been raised for site 4 as well.</p> <p>The need for additional infrastructure, schools including secondary schools hospitals, police station etc has been raised.</p> <p>There were a large number of objections to the proposed ‘landmark’ building of up to 16 storeys and its impacts on the streetscape, environment, congestion, parking etc.</p>	<p>The Masterplan allows for flexibility on this.</p> <p>DBC is working with 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 and that proposals reflect Box Moor Trust’s aspirations. A section of site 3 has existing planning permission in place for development which sets a precedent for further development on the site.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>See Sections 1,2 and 3 of this table.</p> <p>DBC will be working with HCC and relevant organisations and departments to facilitate the provision of relevant infrastructure. HCC education services has been consulted on the masterplan proposals and has not raised any concerns regarding secondary school provision. The expansion of any services for the hospital and police are matters for central government. They have been consulted as part of the public consultation and are considered statutory consultees. DBC also regularly meets with health providers and other service providers to make sure they are aware of planned growth within the borough.</p> <p>The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current</p>

KEY MESSAGE	DBC RESPONSES
<p>There were also some concerns raised by people working and businesses in the area regarding their jobs and investment if the businesses were to be relocated.</p>	<p>assessment of parking standards being undertaken as part of the partial review of the Core Strategy.</p> <p>Further discussions will be held with business owners as and when development comes forward in this area.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.</p>
<p>4. Transport and Parking</p> <p>Overall there was support for the transport and movement principles of the document, in particular improvements to rail, public transport, cycle improvements and accessibility improvements were welcomed.</p> <p>Out of those who objected, there were a significant number of respondents who were concerned regarding congestion in the area. Respondents highlighted that the highway network in Two Waters was already severely congested at peak times and were widely concerned that further development would exacerbate the problem. The concerns about congestion and traffic flow were raised against all sites 1 – 4.</p> <p>Whilst many welcomed sustainable transport improvements, amongst those who expressed concern, there was scepticism regarding the proposed measures to reduce car use. People raised concerns that due to various reasons a majority of people would continue to need to travel by</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both Government and private sectors are exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter</p>

KEY MESSAGE	DBC RESPONSES
<p>car. Concerns were raised that whilst the concept was good, there was not sufficient joined up government support to implement measures that would reduce the traffic such as encouraging businesses to allow flexi time, encouraging car share, improving bus routes etc. There were a number of responses requesting detail on the proposed measures.</p> <p>On street parking around the station and wider in the area and its knock on effects on road users was repeatedly highlighted. There were concerns that the level of development proposed and any reduction in parking standards would exacerbate the problem. The need for measures to mitigate this problem were highlighted. The need to increase parking provision at the station was also highlighted.</p> <p>Concerns were raised about bottlenecks in the area such as the railway bridge over London Road and the one-way Durrants Hill Bridge.</p> <p>Concerns were also raised regarding the impact on satellite areas of reducing parking provision.</p> <p>There was also an objection to the pedestrian/cycle link between Site 1 and 2 with concerns over intrusion of privacy.</p> <p>Concerns were also raised regarding the impact of noise and pollution and potentially an increase in pollution and how the proposals would help address rather than exacerbate the problem.</p> <p>Concerns were raised regarding the safety of shared cycle/pedestrian routes.</p>	<p>document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, this will be published in the new year.</p> <p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts.</p> <p>DBC and HCC recognises the need for the right infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift, such as delivering effective and efficient rapid bus routes connected to intermodal interchanges at key destinations. DBC is exploring modal shift infrastructure opportunities and external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, it should make a positive contribution overall to existing conditions for all modes of travel. As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p> <p>The masterplan sets out the need for DBC to consider further controlled car parking zones together with parking provision on site to help mitigate any potential on street parking issues that could come forward as a result of unplanned development.</p>

KEY MESSAGE	DBC RESPONSES
	<p>Once the masterplan is adopted and sites come forward for planning advice and applications, more detailed site design reports will address health and safety concerns, such as shared pedestrian and cycle routes, and noise and air pollution issues. Likewise, more detailed plans will be required to explore concerns over new pedestrian/cycle links.</p> <p>The masterplan will indicate potential walking and cycling routes, making good use of the area’s green character and existing links (eg towpath).</p>
<p>5. Open Space & Environment</p> <p>The majority of the respondents supported the overarching guidance principles for open space and sustainability or had no opinion.</p> <p>Comments made focussed on protecting the moors, its ‘wild’ feel, its wildlife, grazing safely and the character of the area and enhancing the habitat for wildlife.</p> <p>A number of concerns were also raised regarding the inclusion of taller buildings in close proximity to the Moors spoiling the character of the moors and views.</p> <p>Concerns were raised regarding the current condition of the river and canal.</p> <p>Concerns were also raised regarding some of the proposed development</p>	<p>DBC is 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, and that proposals reflect Box Moor Trust’s aspirations. The Moors remain under Box Moor Trust who continuously work to enhance the habitat and wildlife. Any enhancements will seek to sensitively improve access to the moors and Heath Park and provide ecological enhancements and will be in partnership with Box Moor Trust.</p> <p>Design Guidance has been included within the Masterplan that requires development to be sensitive and minimise the impact of views.</p> <p>DBC regularly meet with the Environment Agency and will work with partner organisations to facilitate improvements where possible.</p> <p>Developments will be required to consider flooding and undertake</p>

KEY MESSAGE	DBC RESPONSES
<p>being on flood plains but a number of comments were made that the area has not flooded recently and therefore concerns that the flood risk was overstated.</p> <p>Concerns raised were regarding the ability of contractors to deliver the development sensitively.</p> <p>Concerns raised regarding air quality</p>	<p>assessment where required as part of their planning application.</p> <p>The phasing of proposed development forms part of the next steps. Planning requirements will stipulate conditions on the delivery of development.</p> <p>Improvement of air quality has been recognised within the Masterplan. We will continue to work with Environmental Health and other departments to investigate mitigation measures to improve air quality in the area.</p>
<p>6. Infrastructure</p> <p>A number of respondents commented on the need to address the present need for schools, GP surgeries, a hospital, police station, improved broadband services etc. Respondents suggested that there is an existing need for this infrastructure and the proposed additional residential development would put a strain on these facilities.</p>	<p>The Masterplan suggests the provision of a new primary school and DBC will continue to work with Hertfordshire County Council to assess further the educational requirements for the area. The provision of medical facilities is within the remit of the NHS trust and we will continue to work with them. The provision of a police service is similarly not under DBC's remit but DBC will continue to work with the police.</p> <p>Utility providers have been informed of the Masterplan Guidance and this consultation. The Strategic Planning and Regeneration team at DBC regularly liaise with infrastructure providers as part of the Local Plan development and delivery, and will continue to do so.</p>

6. Conclusion

This Consultation Report has presented an overview of the findings from the Two Waters Round Three Consultation. As a result of this consultation, the following changes have been identified to the Masterplan Guidance report. These include:

- The option of a Primary school on site 4 has been removed. DBC and HCC will continue to work together to provide primary school places for the potential future development of the area.
- Maximum building heights on Site 1 have been reduced from eight storeys to six storeys. A majority of the building heights, particularly those facing London Road remain at four storeys.
- Clarify further the considerations taken in to account when determining the densities and heights proposed and the preference to optimise development on brownfield land minimising the impact on greenbelt and greenfield where possible.
- Strengthen the statements on emerging transport policy and implementation documents that will support the Two Waters area and measures to facilitate modal shift towards the use of sustainable transport.
- Clarify within the document that HCC have not identified a need for an additional secondary school in the area.
- Strengthen the Masterplan Guidance on biodiversity and air quality improvements.
- Clarify within the Masterplan DBC's work with infrastructure providers.
- Make more significant reference to chalk streams and fragmented landscape around chalk ridge.
- Reference Roughdown Common SSSI.
- Enhance coverage of historic environment and listed building constraints/opportunities.
- Make minor wording changes and update figures when required to reflect feedback.
- Change illustrations where required to ensure that buildings representing a range of heights are included.

Full details of changes are included in Appendix A below.

Amendments will be made to the draft Two Waters Masterplan Guidance document and the final document will be submitted to Council with the recommendation for adoption at the end of the year. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

Appendix A: Summary of Respondents' Comments, the Council's responses and proposed amendments to the Masterplan Guidance

Appendix B: Summary of Stakeholders' Comments, Council's responses and proposed amendments.

Appendix C: Copy of questionnaire

Appendix A:

Summary of Respondents' Comments, Council's Responses and Proposed Amendments to the Draft Two Waters Masterplan Guidance

This section includes a summary of comments received through questionnaires as well as letters/emails received from the public and DBC responses to these. Stakeholder comments and related DBC responses are outlined in Appendix B. **This section should be read in conjunction with Section 5: Key Consultation Themes and DBC Responses which provides more detailed responses to many of the comments below.** Please note that due to a large number of repetitive comments, where a response has been provided to a similar comment covered in a previous section the response has not been repeated.

This section also outlines the proposed amendments to the draft Two Waters Masterplan Guidance. These amendments include amendments as a result of Stakeholder comments which are also listed separately in Appendix B.

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
Q1 Do you support the 'Vision' for Two Waters set out in section 4.1?	<p>1.1 There are concerns that development will have a negative impact on the environment, Moors and protected species in the area.</p> <p>1.2 The Moors are a much-loved feature and should be adequately protected not just from development but also from overcrowding by members of the public.</p>	<p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Any improvements to footpaths to make them suitable for all year round use will be sensitively designed and developed in partnership with the Box Moor Trust.</p>	<p>Proposed amendments to 4.1 Vision Proposed changes to wording:</p> <p>The Two Waters masterplan area.....vibrant residential-led mixed-use neighbourhoods areas with anHemel Hempstead train station.</p> <p>The masterplan area's neighbourhoods areas will celebrate...linking the spaces.</p> <p>New development with supporting infrastructure will be of the highest design quality,....integrates with existing areas. It will also neighbourhoods that respect and</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.3 Views of the moors should be retained</p> <p>1.4 The area will be overdeveloped potentially having a negative impact on property values. The character of the area will be lost.</p> <p>1.5 Tall buildings at gateway locations could create a fortress appearance to the Town. Rather than taller</p>	<p>The design guidance requires new development to respect views from the moors, particularly in regard to building orientation, height and form, and the location of landmark buildings.</p> <p>Development will be required to encourage the use of Two Waters' green open space and waterways 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. New homes will be expected to achieve a high sustainability assessment and contribute towards sustainable transport schemes.</p> <p>The masterplanning guidance considered a number of factors in order to set limits for the level of development and building heights on each of the sites and overarching guidance for all development in the area. Additional detailed studies will need to be undertaken through the planning process for each site when development comes forward and will include consideration of the masterplans' ambitions for the built environment,</p>	<p>enhance its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</p> <p>References to heritage assets, heritage or heritage significant of assets to be changed to historic environment-as appropriate.</p> <p>Figure 14 will be amended to better reflect the heights referenced in the detailed figures for Site 1 – 4.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>buildings, there should be more creativity in the structure design and use of any new buildings.</p> <p>1.6 The development, especially higher buildings will be visually intrusive and will not integrate with existing neighbourhoods. The illustrations are not always representative of the heights proposed.</p> <p>1.7 Development will cause additional traffic on the already congested road network.</p>	<p>transport and movement, and open space and sustainability. Developers will be expected to justify the mix and number of homes and other development as part of the planning consent process and undertake further consultation with residents.</p> <p>The Two Waters masterplan guidance sets out guidance to protect the character of the area and its natural assets and careful consideration has been made regarding the location and guidance on taller buildings. It will help to ensure development is planned and designed to deliver an attractive, sustainable and balanced environment, and provide new local services for residents, workers and commuters.</p> <p>Local highway improvements are set out for each development site, and contributions will be sought towards wider highway proposals within the Two Waters masterplan area and the delivery of sustainable transport measures. There is strong emphasis in the masterplan to reduce car use and promote alternative modes of transport.</p> <p>New development will be expected to</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.8 Where the proposed maximum height of up to 8 storeys is too high and a number of respondents would prefer to see development limited to 4 storeys, concerns were also raised over the safety of high rise buildings following the Grenfell tragedy.</p> <p>1.9 A recent survey carried out by the Keep Boxmoor Beautiful campaigners showed that out of 200 residents, the majority wanted buildings no higher</p>	<p>provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Parking standards are set out in Policy 57 of Dacorum Borough Local Plan 2011 and are currently under review.</p> <p>In addition, DBC is 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.</p> <p>Opportunities for development up to 8 storeys have been carefully considered, and have been located where existing development and land use creates an appropriate environment. National policy and viability work shows that some development above 4 storeys is required to deliver the ambitions of the Two Waters masterplan. However the maximum height on Site 1 has been reduced from eight storeys to six storeys.</p> <p>Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of uses. Areas</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>than 4 storeys.</p>	<p>such as Two Waters are being pushed nationally for more intense development and the Two Waters guidance has carefully considered a number of factors and set out height limits that are considered appropriate to the site. Maximising the potential for the construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>In preparing the masterplan the local character, topography, highway capacities and existing land uses have been considered to determine appropriate building heights for each development site.</p> <p>We acknowledge concerns following the Grenfell Tower tragedy. Taller buildings continue to be an important part of an urban streetscape and play an important role in providing residential and commercial provision in areas where land is limited. All development coming forward including taller buildings would need to adhere to Planning, Building Control, Health and Safety and other statutory</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.10 The existing infrastructure cannot support the level of growth proposed i.e. health care, education, utilities.</p> <p>1.11 Concerns over the suitability of the mix of developments, there are concerns over the viability of the proposed retail/office space as there are so many empty units elsewhere.</p>	<p>requirements and would be required to go through the relevant regulatory processes to ensure that they are fit for purpose. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p> <p>Agree that new school places will be needed to accommodate demand from the proposed residential development. Further work will be undertaken by DBC and HCC to identify how this will be achieved. For the purposes of the Masterplan, the most expensive option – the provision of a new school – has been included. Development contributions will be sought towards other infrastructure provision including health care. DBC regularly works with infrastructure providers to ensure that they are aware of proposed development in Dacorum. Utility providers have been invited to respond to the Two Waters Masterplan Guidance consultation.</p> <p>The viability assessment suggests that these are best located by the train station where the transport links and commuter demand creates a suitable environment for a mixed use development with new retail</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.12 There is a need for affordable housing instead of the current types of development being proposed</p> <p>1.13 Concerns over the future of Sunnyside Rural Trust.</p> <p>1.14 Development will cause disruption to the community while work is carried out</p>	<p>offer and office provision. The combination of transport links and commuter audience creates a unique demand for services immediately at the train station, which an off-site existing commercial unit would not be able to fulfil. Further assessments will be undertaken as and when development comes forward.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>As a result of this consultation and further work with Hertfordshire County Council, we have removed the option of providing a school on Site 4 from the Masterplan Guidance. Should the site be no longer required for use by the Trust at some time in the future the Masterplan provides for the current site's regeneration with guidelines as to what might be appropriate. DBC will continue to work with HCC to provide primary school places as required.</p> <p>The phasing of development will form part of the next steps. Developers will be required to ensure local services can continue to operate during construction</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.15 There is a need for a multi storey car park at Hemel Hempstead train station, the recent changes to the forecourt has already caused a great deal of additional congestion.</p> <p>1.16 The photos and illustrations used in the Draft Masterplan are misleading, as they do not show buildings of the height proposed.</p> <p>1.17 This document does not reflect what was said in the January workshops, how has the feedback from previous consultation had any impact on the vision?</p>	<p>works. Permission from HCC will be required for any variation to the highway network during construction.</p> <p>DBC is working with Network Rail to assess future parking demand at the train station.</p> <p>A variety of illustrations have been included. We will review these and make changes to ensure that the variety of heights reflects the Masterplan Guidance.</p> <p>The document reflects consideration of a variety of factors including feedback from both rounds of consultation and stakeholder meetings. A variety of opinions were expressed at the January workshop as outlined in the consultation report available at www.dacorum.gov.uk/regeneration. We confirm that these views have been taken in to consideration along with the other factors that need to be considered. The</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.18 Prices for the proposed development are likely to be unaffordable to the local people, increasing the population without assisting those already in the area looking for a home. More social housing is needed.</p> <p>1.19 The plan is not specific enough in terms of how it intends to achieve the overall vision</p> <p>1.20 Diagrams showing proposals make it difficult to interpret intent.</p>	<p>currents proposals are a form of development taking in to account and balancing all the factors. Please refer Section 5: Key Consultation Themes and DBC responses (2. Scale Density and Character of Development) of this Consultation Report for full details of the different considerations.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>The document is a high level Masterplanning Guidance document. The objectives, overarching guidance and site specific guidance is set out within the Masterplanning Guidance. Further detail will be developed through the planning process.</p> <p>The Masterplan Guidance is a technical document and as such the diagrams are representative of those used for similar planning documents. We will seek to improve the quality of images where</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.21 Railway Station is not the Gateway to Hemel – the dual carriageway link to the bypass is.</p> <p>1.22 Poor quality development on Two Waters Road and comments on planning permission for these sites.</p> <p>1.23 Need for protection and enhancement of Green Corridor – open area of Boxmoor – Jellicoe Water Gardens – Gadebridge Park.</p> <p>1.24 Elegant footbridge over plough roundabout.</p>	<p>possible.</p> <p>A Gateway constitutes a key entry point to the area. As such there are several gateways in to Hemel Hempstead and the Two Waters area as identified in Figure 13. Hemel Hempstead Railway Station is one of the key gateways with a large number of railway uses entering the area through this gateway.</p> <p>One of the purposes of the Masterplan Guidance is to steer high quality design appropriate to the area. Information on previous planning applications is available through the Planning Portal at www.dacorum.gov.uk</p> <p>Protection and enhancement of green spaces in the study area is an objective of the Masterplan Guidance. The Jellicoe Water Gardens and Gadebridge Park are out of the cope of this work. However substantial improvements have recently been delivered to the Jellicoe Water Gardens and improvements are planned for Gadebridge Park.</p> <p>A footbridge is currently not proposed. Further work will be undertaken by DBC and HCC on traffic, pedestrian and cycle</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.25 Opening up the visibility and accessibility of the Durrants Hill green space would be a major improvement.</p> <p>1.26 How is DBC going to ensure high quality design?</p>	<p>movement across the area. Development in the area will be expected to contribute towards improvements.</p> <p>Noted. This is the aspiration and reflected in the masterplan guidance.</p> <p>The masterplan guidance once adopted will be a material consideration in determining planning applications. The masterplan sets detailed but flexible guidance as is appropriate to a high level document to ensure high quality. This guidance has been further strengthened where appropriate as a result of comments received through this consultation. Designs will be further assessed through the planning application process which would require additional studies and guidance to justify proposed designs within the parameters set out in the masterplan guidance.</p>	
<p>Q2 Do you support the Objectives for Two Waters set out in section 4.2?</p>	<p>2.1 Concern for the environment especially the Moors.</p> <p>Concerns over making the moors more accessible to the public for access and recreation.</p>	<p>See 1.2</p> <p>The Moors provide a high quality open space and pedestrian access between Two Waters, the town centre and other key locations. They are already used for</p>	<p>Proposed amendments to 4.2 Objectives</p> <p>Changes to 7: <u>Enhance and better reveal the importance and significance of the existing natural and historic</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.2 Concern that tall buildings and development will mean loss of views.</p> <p>2.3 The proposed level of development could cause a negative impact on property values. Concerns regarding loss of character.</p> <p>2.4 Respondents feel that up to 8 storeys is too high and would prefer to see development limited to 4 storeys.</p> <p>2.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>2.6 The existing road network will not be able to take the additional traffic</p> <p>2.7 Retail/office viability</p>	<p>recreational purposes such as walking. Any recreational improvements will be sensitive to the Moors’ existing character and uses.</p> <p>See 1.1 – 1.7 The masterplan guidance provides guidance on maintaining the existing character of the area and makes reference to this. This will be further evaluated through the planning process of individual developments.</p> <p>See 1.8</p> <p>See 1.10</p> <p>See 1.7 and Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>See 1.11</p>	<p><u>environment in Two Waters to contribute positively to its sense of place. Enhance and Better Reveal Two Waters’ Heritage, Landmarks and Green Spaces</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.8 Existing planning applications/approvals</p> <p>2.9 Concerns over the future of Sunnyside Rural Trust.</p> <p>2.10 Disruption to the community while work is carried out.</p>	<p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report are not subject to the masterplan guidance. As a result, it is not appropriate to comment specifically on any previous planning application, which would have been subject to its own consultation period.</p> <p>See 1.13</p> <p>See 1.14</p>	
<p>Q3 Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.1?</p>	<p>3.1 Concern for the environment and views</p> <p>3.2 Concerns regarding scale, heights and character.</p> <p>3.3 Objections to the planning application at 499/501 London Road</p>	<p>See 1.1 – 1.7</p> <p>See 1.1 – 1.7</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning</p>	<p>5.0 [Overarching Guidance] The guidance ensures that a range of <u>appropriate</u> development forms can be accommodated.</p> <p>Proposed amendments to 5.1 Overarching Guidance for the 'Built Environment'</p> <p>Additional wording to section 5.1.1: ...relationships with existing</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>document. The planning application for 499/501 London Road was submitted in advance of the adoption of the report. As a result, it is not appropriate to comment specifically on this planning application, which was subject to its own consultation period.</p>	<p>development. <u>This should also include achieving a high quality of new public realm and infrastructure.</u></p> <p>Add new design principles under Height, scale and mass:</p> <p><u>Building heights above three storeys adjacent to London Road or Two Waters road will be stepped back from the building line. (See Figure 15).</u></p> <p><u>Applications will need to be fully justified in terms of amenity considerations, view corridors, heritage etc.</u></p> <p>Add reference in paragraph 5.1.4 – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p> <p>Check the building heights mentioned for sites/areas to ensure consistency across the Masterplan</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>(figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p> <p>5.1.7 Medium to large scale....visually interesting roof, <u>façade</u> and streetscape.</p> <p>5.1.8 Taller buildings will pay particular attention.....to reduce their visual impact (<u>New figure showing the set back from the road to be added</u>).</p> <p>5.1.13 Gateway locations....higher density <u>residential-led</u> mixed use development;</p> <p>Figure 16 Make key for Panoramic View clearer.</p> <p>Figure 16 – key symbol for the landmarks building to be made clearer to ensure it is clear in black and white.</p>
<p>Q4 Do you support the Overarching Guidance principles for ‘Transport and Movement’ set out in section 5.2?</p>	<p>4.1 People will not stop using their own cars</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both Government and private sectors are</p>	<p>Proposed amendments to 5.2 Overarching Guidance for ‘Transport and Movement’</p> <p>Changes to wording:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, and will be published in the new year.</p> <p>The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. The cultural change to using alternatives to private vehicles is a long term process which DBC and HCC highways will continue</p>	<p>New developments following guidance where possible <u>in conjunction with guidance provided by Hertfordshire County Council with specific attention paid to guidance emerging Local Transport Plan, the South west Hertfordshire Growth and Transport plan and Hemel Hempstead Urban Transport Plan. All designs in terms of transport infrastructure should follow best practice guidance as set out in the HCC highway design guidance and Manual for Streets</u></p> <p>Figure 17 to be amended to include the Public Rights of Way network.</p> <p>Figure 17 to be amended to reflect single lane bridge and not the double lane bridge for bridge improvements.</p> <p>5.2.4. New development will seekoptions <u>(based upon the accessibility zones for application of parking standards)</u>.</p> <p>5.2.5 Travel plans will <u>may</u> be required <u>for key developments</u> as part ofput in place.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.2 There are not enough measures to encourage other transport usage</p> <p>4.3 The current public transport provision does not travel to where you want to go.</p> <p>4.4 There aren't enough local jobs so residents must travel</p>	<p>to pursue through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Please refer Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>All development is expected to contribute towards the masterplan's strategic transport objectives in addition to the delivery requirements for each site. Development proposals should ensure that growth in sustainable transport use can be accommodated.</p> <p>Improvements to public transport including increasing frequencies of existing bus services and additional bus routes and coach services to serve Hemel Hempstead are being considered as part of the development of HCC's Growth and Transport Plan for South West Hertfordshire. Information on current bus services is available online.</p> <p>All development will contribute towards the transport and movement objectives of</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>by car.</p> <p>4.5 No measures to reduce pollution, which is already too high.</p>	<p>the Masterplan with initiatives to reduce the use of private vehicles through better public transport and new pedestrian and cycle links. Further measures to promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Initiatives to reduce car use, particularly single car use are being championed by the guidance. Local highway improvements are set out for each development site and all development will contribute towards wider measures aimed at easing congestion throughout the Two Waters area. The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. Environmental improvements including street tree planting will support cleaner and greener streets. Further initiatives to reduce car use and promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire. The impact of development on the Air Quality Management Area to the east of Two</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.6 It is not practical to limit parking near public transport hubs. Travellers will be discouraged if Public Transport is not accessible. Public Transport needs to be more efficient.</p> <p>4.7 Development will cause additional problem parking on streets</p> <p>4.8 The guidance principles are not strong enough to mitigate traffic issues.</p>	<p>Waters Road/London Road junction will be assessed as part of the planning application process.</p> <p>DBC will work with Network Rail on the provision and design of parking facilities for station customers. Further viability work will be required to determine how the objectives of site 1 can be achieved, including an integrated transport system with more buses serving the train station.</p> <p>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>The masterplan aims to make a positive contribution to existing conditions for all modes of travel. Further traffic</p>	

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	<p>4.9 The single width bridge at Durrants Hill contributes to overall congestion.</p> <p>4.10 The bridge near Hemel Hempstead Station will be an issue, but is not included in the area of the masterplan.</p> <p>4.11 Concerns that potential road widening schemes will damage the habitats of much of the local wildlife.</p>	<p>assessments will be undertaken with recommendations carried forward to the detailed design phase of individual sites.</p> <p>The single width bridge at Durrants Hill Road has been identified as a cause of congestion, this will be looked at in more detail as part of a transport assessment for Hemel Hempstead and through the detailed design of individual developments as they come forward.</p> <p>The impact of the station development on the surrounding highway network, will be assessed as part of the detailed design phase of site 1. A transport assessment will also be undertaken as part of the new Local Plan.</p> <p>It is a characteristic of Boxmoor that areas of natural significance are adjacent to main roads. A decision on whether road widening will be required has not been made and will be considered following further transport assessment at the detailed design stage and discussion with landowners. Any proposals will include an environmental impact assessment and</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.12 More provision for electric cars.</p> <p>4.13 Cycle and pedestrian routes should be kept separate for safety of both users.</p>	<p>measures to protect or mitigate the impact on areas of special interest.</p> <p>DBC's expectations for the delivery of infrastructure to support electric car use from development is being considered as part of the partial review of the Core Strategy and will be set out within a Supplementary Planning Document to be adopted in 2019.</p> <p>The latest guidance from HCC on the provision of cycling facilities and shared routes will be used at the detailed design stage when development comes forward.</p>	
<p>Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?</p>	<p>5.1 Concerns regarding additional access to open spaces. Need to identify pathways to prevent damage to existing habitats.</p> <p>5.2 Concerns regarding the phrase 'Activities to enjoy' as this implies lots of man-</p>	<p>The masterplan's proposals show indicative routes which will be further developed at detailed design stage. This will include an environmental impact assessment and will identify measures to protect or mitigate the impact on existing habitats.</p> <p>The masterplan's open space principles set out the uses of the main green areas and protects existing uses such as working</p>	<p>Proposed amendments to 5.3 Overarching Guidance for 'Open Space & Sustainability'</p> <p>Change title:</p> <p>Open Space & Sustainability Open Space, sustainability and pollution</p> <p>5.3 [Opening paragraph] ...'Encourage the use of Two Waters'</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>made activities that will ruin the calmness of these areas that is currently enjoyed by users. Open areas should be left the way they are.</p> <p>5.3 Concerns that Heath Park will become a private outdoor area for use by residents of nearby apartment blocks.</p> <p>5.4 Some areas in the plan are known to flood, development here would be at risk of flooding in the future.</p>	<p>countryside and farmland, amenity and sports while improving access for all. There is more opportunity for change around the lakes and watercourses by site 3. This area has limited public access and there is the opportunity to add and improve local facilities for leisure use.</p> <p>Both the Box Moor Trust and DBC's intentions are for Heath Park to remain an open and accessible green space for all visitors to enjoy.</p> <p>A flood risk assessment is required for all new development which falls within flood zones 2 and 3. This will be applicable to sites 3 and 4 where development will be expected to deliver measures such as Sustainable Urban Drainage Systems to reduce flood risk. Outside the scope of the masterplan, DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p>	<p>[delete apostrophe].</p> <p>References to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p> <p><u>Enhance the biodiversity and natural habitats for wildlife in the area.</u></p> <p><u>Development should include the creation of high quality green amenity spaces such as pocket parks and/or communal gardens within their developments, particularly linking visually to the moors.</u></p> <p><u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. The site falls within Natural England's Chalk and Chilterns Focus Area, with the chalk ridge extending from the Chilterns into Hertfordshire. Beyond, is a fragmented landscape of chalk grasslands, woodland, farmland and</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>ancient trackways. These sites are increasingly valued and visited. We would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p> <p>Flood Risk and Sustainable Energy Flood Risk, Sustainable Energy and Pollution</p> <p>Reference to be added: <u>Development should consider pollution issues in the area including air quality and implement measures to reduce impact on and improve pollution issues. This would include improvements to existing air quality, noise and light pollution.</u></p> <p>Change wording:</p> <p>5.3.2 Developments should actively encourage the <u>responsible</u> use of and sensitively improve access to the moors <u>giving careful consideration to maintaining its current functions and uses.</u></p> <p>Change wording on page 48:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Create gathering space that can become the community heart of new development <u>areas and wider neighbourhoods</u>neighbourhood's heart.</p> <p>5.3.3 Green links....roles the moors have <u>such as</u> amenity space, leisure space and working farmland.</p> <p>5.3.4 Heath Park open space including Plough Gardens should be protected as an important amenity space and enhanced for the tall building developments around the Plough roundabout.</p> <p>5.3.4 <u>The community amenity space of Health Park improved through recent Hemel Evolution work should be protected and enhanced as part of the context/setting and amenity space for the new developments around the Plough Roundabout</u></p> <p>5.3.5: ...provide ecological enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p> <p>5.3.7 <u>Where opportunities arise development shouldheat and power network where feasible and viable.</u></p>
<p>Q6 Do you support the development site guidance for Site 1 set out in section 6.1?</p>	<p>6.1 Concerns regarding a hotel on site 1.</p> <p>6.2 A new traffic interchange is not needed.</p> <p>6.3 More restricted parking</p>	<p>Whilst set out in the aspirations of the Masterplan, detailed viability work will be undertaken on site 1 to identify the demand for facilities such as a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use would create a new and distinct offer to the hotel options available elsewhere in the town.</p> <p>Feedback from the consultation undertaken through the Two Waters masterplanning process demonstrates that public transport, traffic and congestion are key concerns. Connecting different types of public transport at an interchange is essential to encourage the take up of alternatives to private car use.</p> <p>It is expected that new controlled parking</p>	<p>Proposed amendments to 6.0 Development Site Guidance</p> <p>[Introduction paragraph] bullet point</p> <ul style="list-style-type: none"> • Key Proposals • Design Guidance • Development Requirements <p>Design Guidance:</p> <p>Additional wording to Section 6:</p> <p>...specialist service vehicles and lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p> <p>Numbering to be amended to all site guidance sections in section 6 to avoid duplication of numbers eg:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>zones are required.</p> <p>6.4 More links with West Hemel needed.</p> <p>6.5 Clarification of items 6.15 & 6.16</p>	<p>zones will form part of each development site. Concerns regarding current commuter parking in residential areas which are not within an existing controlled parking zone should be directed to the local ward councillor. Further information is available on the DBC website under Parking and Travel.</p> <p>The pedestrian and cycle improvements proposed through site 1 will provide clear and legible links to key destinations including residential areas and the town centre. Connections with routes beyond the Two Waters area are outside the scope of the masterplan. Access and movement requirements arising from West Hemel Hempstead are set out within the LA3 Masterplan. Wider changes to the highway network will be considered by HCC through the Growth and Transport Plan for South West Hertfordshire.</p> <p>Proposals for residential parking levels for site 1 will be developed at detailed design stage and will explore opportunities for innovative shared use of spaces. As a result a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be</p>	<p>removal of two 6.1.1s as title and as principle.</p> <p>Proposed amendments to 6.1 Site 1</p> <p>Change title:</p> <p>6.1 Site 1: <u>Hemel Hempstead Station and surroundings</u></p> <p><u>Add new Development Parameter: This site is included within MU/4 of the Site Allocations DPD.</u></p> <p><u>Figure 22: Change key from ‘Up to 8 storeys’ to ‘Up to 6 storeys’.</u></p> <p><u>Figure 16: Change key from ‘Up to 8 storeys’ to ‘Up to 6 storeys’.</u></p> <p>Additional wording to be added:</p> <p>6.1.6 Land will be safeguarded to deliver Improved highway access, a new station and multi-modal interchange with supporting land uses shall be delivered.</p> <p>6.1.5: Residential parking for new residential development should be</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy. Further feasibility work will be undertaken into the parking requirements for the train station.</p>	<p>shared with other users <u>although sufficient parking for station customers will be necessary.</u></p> <p>6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements with viability of development, <u>and to accommodate predicted growth.</u></p> <p>6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p> <p>6.1.17 Add: <u>Development should not lead to any adverse effects on the nearby Roughdown Common SSSI.</u></p> <p>6.1.18 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>6.1.21 Opportunities for sustainable....should be used <u>incorporated</u> including...</p> <p>6.1.23 <u>The Roman archaeological site will be protected</u> and opportunities to improve <u>its</u> visibility and better reveal its heritage significance should be explored.</p> <p>Include some example pictures of 6 and 8 storey buildings.</p>
<p>Q7 Do you support the development site guidance for Site 2 set out in section 6.2?</p>	<p>7.1 Concern for the environment many residents would like to see the Moors protected</p> <p>7.2 Concerns that the area will be overdeveloped which could cause a negative impact on property values</p> <p>7.3 Concern for the existing road network, traffic congestion and parking</p> <p>7.4 Respondents feel that up to 8 storeys is too high for this site and would prefer</p>	<p>See 1.2</p> <p>See 1.4</p> <p>See 1.7</p> <p>See 1.8</p>	<p>Proposed amendments to 6.2 Site 2</p> <p>Change title: 6.2 Site 2: <u>Two Waters/London Road Junction West</u></p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change key to relabel 'Safeguarded Land' to '<i>Safeguarded Land for Infrastructure</i>'.</p> <p>Proposed railway buffer zone to be changed to be adjacent to the railway.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>to see development limited to 4 storeys.</p> <p>7.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>7.6 Concerns that the level of development as well as the reduced parking on site 2 will cause issues further along Station Rd</p> <p>7.7 Queries over the Retail/office viability</p>	<p>See 1.10</p> <p>See 4.7</p> <p>See 1.11</p>	<p><u>Add new Development Parameter: This site is included within H/8 of the Site Allocations DPD.</u></p> <p>6.2.12 Remediate contaminated land so that it is <u>suitable</u> for residential development.</p> <p>6.2.18 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p> <p>6.2.22 Opportunities for sustainable....should be <u>used incorporated</u> including...</p>
<p>Q8 Do you support the development site guidance for Site 3 set out in section 6.3?</p>	<p>8.1 Respondents feel that up to 6 storeys is too high for the site.</p>	<p>A number of residents broadly agreed with proposals with reservations over building heights and density and additional traffic and would like to see alternative provisions for Sunnyside identified.</p> <p>The frontage to London Road and junction with Two Waters Road has been identified as suitable for development up to 6 storeys where feature buildings would form a positive landmark. The assessment considered local topography and the land</p>	<p>Proposed amendments to 6.3 Site 3</p> <p>Change title: 6.3 Site 3: <u>Two Waters/London Road Junction North</u></p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p> <p>Open space and Historic Environment (section 6.3.2- Design</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.2 Against development on green open space including open space within Box Moor Trust land holdings.</p> <p>8.3 Concerns that the area will be overdeveloped and housing density is too high.</p>	<p>use, design and heights of the surrounding development. Moving through the site, building heights will reduce in response to the surrounding environment. In particular a sensitive design and lower built form will be required along the site's watercourses.</p> <p>Some development on green open space has been proposed after considering the sensitivity of all green space within the Two Waters area, the level of public use and following discussion with land owners including the Box Moor Trust. Discussions have also taken place with the Box Moor Trust regarding their landholdings which forms part of site 3. Planning permission has been granted for part of site 3 which sets a precedent for further development in that area Development within site 2 will mitigate the loss of open land by providing high quality public spaces within new residential areas and connecting these to existing green spaces and waterways to improve access for all.</p> <p>The level of development has been informed by the viability assessment which considered how best the ambitions of the Two Waters masterplan could be achieved.</p>	<p>Guidance)</p> <ul style="list-style-type: none"> • <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>6.3.5 Drop-off zone for school <u>if school is progressed on this site.</u></p> <p>6.3.13 ...though the site by maintaining current no through routes for vehicles.</p> <p>6.3.14 Land should be safeguarded retained for a drop off</p> <p>6.3.16 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p> <p>6.3.20 Opportunities for sustainable....should be used <u>incorporated</u> including...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.4 Concern for the existing road network, traffic congestion and parking</p> <p>8.5 Concerns that the existing infrastructure cannot</p>	<p>Within site 2 a mix of uses has been identified with a variety of building heights which respond to the surrounding land use and will provide better access to and enhance the areas natural resources. More detailed studies will need to be undertaken through the planning application process to determine the detail.</p> <p>Local highway improvements for the sites are set out within the masterplan and contributions will also be sought towards wider highway proposals within the Two Waters area and the delivery of sustainable transport measures. New development will be expected to provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Opportunities will be sought to make better use of parking spaces by sharing facilities throughout the week between residents, shoppers, visitors and commuters. Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>See 1.10</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>support the level of growth proposed i.e. health care and education.</p> <p>8.6 Concerns over replacement provision for existing uses such as scout groups and Sunnyside Rural Trust</p> <p>8.7 School drop off point will not be used, where this is available at other schools parents still drive up to school gates.</p>	<p>The land leased to 1st Apsley Scouts does not form part of the development area of site 2. It is identified as green space and there may be opportunities to improve local facilities as part of the proposals to benefit scouting and other leisure uses.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate</p> <p>New development throughout the masterplan area will contribute towards safe and accessible pedestrian and cycling routes to the potential school site. The cultural change to using alternatives to private vehicles is a long term process which DBC and HCC highways and</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.8 Not appropriate for school due to air pollution and nearby busy junction. (School not proposed for this site but drop off point is).</p>	<p>education will continue to pursue through the emerging Growth and Transport Plan for South West Hertfordshire. The design of the school drop off point and vehicle access will be carefully considered.</p> <p>DBC and HCC will continue to discuss how new school places within the Two Waters area can best be provided. The masterplan is designed to be flexible to accommodate the outcome of this decision. The traffic issue is noted and will require further work through the planning application process once the exact location is confirmed. Development will deliver pedestrian routes through existing green space and new public areas to create pleasant routes to school away from the main roads. There will also be environmental improvements including street tree planting to support cleaner and greener streets. All development will contribute towards highway improvements and sustainable transport measures aimed to ease congestion throughout the Two Waters area. The cultural change to alternatives modes of transport to private vehicles is a long term process which DBC and HCC highways and education will continue to pursue through the emerging Growth and Transport Plan for South West</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	8.9 Some reservations as plans are not definite enough at this stage	Hertfordshire. The masterplanning guidance is a high level document. Developers will prepare an illustrative masterplan with detailed design for each development site as they come forward. Local residents will be able to comment on the proposals through the planning application process. The Two Waters masterplan sets out the expectations from development and will help guide the determination of planning applications to ensure that development is consistent with its content.	
Q9 Do you support the development site guidance for Site 4 set out in section 6.4?	9.1 16 storeys landmark building is too tall.	The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy.	<p>Proposed amendments to 6.4 Site 4</p> <p>Change title: 6.4 Site 4: <u>Two Waters North</u></p> <p>Change wording on section 6.4, site 4: A new mixed use town centre <u>area neighbourhood</u></p> <p>6.4.1 Landmark building.... Tall buildings are <u>more</u> appropriately <u>located</u> around the Plough roundabout.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>9.2 Strong concerns over the loss of Sunnyside Rural Trust</p> <p>9.3 Concerns that without the supporting infrastructure being installed first the developments will not work</p> <p>9.4 Need for secondary school</p> <p>9.5 Concerns over residential developments in a flood risk area</p>	<p>See 1.13</p> <p>The phasing of development across the masterplan area is still to be determined and will consider the impact of construction, delivery of residential units and infrastructure requirements, and amenity funding. Improvements to transport infrastructure will be phased to minimise disruptions.</p> <p>HCC education services have been consulted on the masterplan proposals and have not raised any concerns regarding secondary school provision. As a result it is currently assumed that there is capacity within existing secondary school provision to accommodate the additional demand for school places resulting from the proposed development. Further discussion with HCC will take place as housing numbers are identified. The masterplan will be amended to note this position. Contributions will be sought towards education from each development.</p> <p>See the response from the Environment Agency in the Stakeholder Comments section</p>	<p>Additional wording to para 6.4.17: ... wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p> <p>6.4.8 Dacorum Borough Council.....providing new <u>primary</u> school...</p> <p>6.4.8current schools in the area and <u>or</u> providing a new school.</p> <p>6.4.8 Any proposed <u>school</u> location...</p> <p>6.4.13 Land should be safeguarded retained for a drop off</p> <p>6.4.15 Building heights above three storeys will be set back from the building line <u>and stepped back</u> (See <u>figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance</u>)</p> <p>6.4.18 Opportunities for sustainable....should be <u>used incorporated</u> including...</p> <p>Include picture of a tall building to</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>illustrate proposed landmark building.</p> <p>Page 65 – Change picture.</p> <p>As a result of this consultation and further work with Hertfordshire County Council, we have removed the option of providing a school on Site 4 from the Masterplan Guidance. Should the site be no longer required for use by the Trust at some time in the future the Masterplan provides for the current site’s regeneration with guidelines as to what might be appropriate. DBC will continue to work with HCC to provide primary school places as required.</p>
<p>Q10. Do you support the approach to ‘Next Steps’ outlined in sections 7.1-7.5?</p>	<p>10.1 More consultation needed with meetings to be held at appropriate times to allow members of the public to attend.</p>	<p>The consultation has been undertaken in accordance with DBC Statement of Community Involvement (July, 2016) which is available at www.dacorum.gov.uk.</p> <p>The development of the Two Waters masterplan has been informed by a comprehensive consultation process, which can be viewed at www.dacorum.gov.uk/regeneration. This included local exhibitions held during the</p>	<p>Proposed amendments to section 7.1</p> <p>7.1 Title: Change to Delivering the <u>aim</u> of the Two Waters Masterplan <u>Guidance</u>.</p> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.2 Infrastructure improvements to be put into place before additional housing comes forward.</p> <p>10.3 Clearer proposals needed</p> <p>10.4 Concerns that car use cannot be reduced</p> <p>10.5 Concerns over compulsory purchasing</p>	<p>evening and at the weekend. There will be the opportunity to comment on each development site as part of the planning application process.</p> <p>See 9.3</p> <p>The role of the masterplan is to set the guidance principles for future development. Its guidance will ensure that future development is planned and designed in the best possible way, to deliver an attractive sustainable and balanced environment. Detailed proposals will follow as development sites come forward.</p> <p>See 4.1.</p> <p>DBC will work with landowners and stakeholders to determine how development can be brought forward for delivery. This may be achieved through a coordinated delivery approach by multiple landowners. It is too early at this stage to consider whether compulsory purchasing</p>	<p>space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p> <p>DBC will undertake further feasibility studies.... <u>As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required.</u></p> <p>7.2 [Viability] The masterplan will not necessarily....needs. <u>As sites come forward for development through the planning process, more detailed assessments and feasibility studies will be required with appropriate mitigation.</u></p> <p>7.3 Further Studies-Work</p> <p>7.3 Whilst it is not possible....all modes of travel. <u>Safeguarding</u></p> <p>Retention of land that may ...</p> <p>7.3 Schools</p> <p>Dacorum Borough Council.....providing new <u>primary</u> school</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.6 Concerns that there are no provisions for additional sports facilities</p> <p>10.7 Concerns over the future of Sunnyside Rural Trust</p> <p>10.8 Would like to see clear independent studies to support assumptions made in the Masterplan</p> <p>10.9 Next steps should include revisions to the Masterplan taking into account feedback</p>	<p>will be necessary but it is a lengthy process and not considered lightly.</p> <p>Contributions towards indoor and outdoor sports facilities will be secured via the Community Infrastructure Levy. Community space and facilities directly associated with the development of Strategic and Local Allocations will be secured via s106 or alternative measures. Delivery will be informed by the evidence base for the Local Planning Framework, including the Outdoor Leisure Facilities Study (2014) and Playing Pitch Strategy and Action Plan (2015).</p> <p>See 1.13</p> <p>The development of the Two Waters masterplan has been informed by a robust evidence base comprising; an urban design, transport and movement and viability analysis. This can be viewed at www.dacorum.gov.uk/regeneration. Or contact regeneration@dacorum.gov.uk and request a copy to be emailed.</p> <p>The feedback from this third round of consultation will be evaluated and will be used to inform the final amendments to the Two Waters Masterplan. Proposed</p>	<p>....current schools in the area and or providing a new school.</p> <p>Any proposed <u>school</u> location...</p> <p>7.3 ADD <u>Hertfordshire County Council has not identified the need for a new secondary school in this area as a result of the development proposed in the Two Waters Masterplan Guidance.</u></p> <p>7.3 ADD</p> <p><u>Other Infrastructure</u> <u>The Council works closely with a wide range of infrastructure providers to ensure that necessary infrastructure is provided alongside new development and that the information we have on the types of infrastructure needed to support development is up-to-date. This includes working with those organisations responsible for roads, public transport, education, health, water supply, sewerage and power.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>from residents</p> <p>10.10 Concerns that stakeholders and developer input holds more weight than residents</p> <p>10.11 Concerns that the Masterplan will be undermined by developers</p> <p>10.12 Money should be spent refurbishing derelict areas of Hemel Hempstead rather</p>	<p>amendments are outlined in this report.</p> <p>Each comment made by residents through the consultation process has been recorded, considered and responded to. The development of the masterplan has been informed through this process.</p> <p>Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified planning requirements and other relevant policies and guidance.</p> <p>The Masterplan Guidance forms part of the evidence base for the forthcoming Local Plan Review anticipated for 2019. It is expected that the document will be initially adopted by the Council as a planning statement. Following adoption of the Local Plan in 2019, the Masterplan will then be adopted as a supplementary planning document. Proposals for new development will be expected to follow its guidance and it will be material consideration in the determination of planning applications.</p> <p>The Two Waters area has been subject to developer interest and several planning</p>	<p><u>The new Local Plan must ensure the delivery of infrastructure in a timely and phased manner. This will enable new residents' access to the right services and facilities and reduce more negative effects on existing communities.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>than building in Two Waters.</p> <p>10.13 Reassurances needed that local residents will get priority for new housing</p> <p>10.14 Masterplan should be subject to a local referendum</p> <p>10.15 Concerns over how Boxmoors 'sense of place' will be protected</p>	<p>applications for significant numbers of units have been determined in recent years. A Masterplan is an essential tool to ensure development is coordinated and delivers local and strategic improvements to support an attractive, sustainable and balanced environment.</p> <p>The masterplan is not able to set eligibility criteria for who will be able to purchase new homes within the Two Waters area. It does set out that development should deliver 35% affordable housing in accordance with Core Strategy Policy CS19. The Two Waters Masterplan has been subject to extensive consultation which has shaped its development and the final guidance is informed by the feedback received from local residents. It is not proposed to hold a local referendum. Further consultation will take place on individual developments as part of the planning application consent process.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Buildings will need to carefully consider and minimise impacts on the surrounding streetscape and views across the moors</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.16 Concrete actions in terms of traffic impact management, researching what types of residential are in demand and clear plans for health care provision.</p> <p>10.17 Masterplan should specify that planning applications should be required to demonstrate measurable net gain in biodiversity</p>	<p>through the use of high quality design and materials.</p> <p>The masterplan sets out transport and parking guidance for each of the development sites, plus the overarching transport and movement strategy. Further transport assessments will follow as part of the planning application process. The viability assessment undertaken to inform the masterplan considered block layouts, indicative floor space of future development and demand for housing in the area. Further viability appraisals will take place as sites come forward for development. Consultation with key service providers including NHS Herts Valleys Clinical Commissioning Group will form part of the delivery phase. Development contributions will be sought towards health care and other infrastructure provision.</p> <p>Detailed assessments of each development site will be undertaken as part of the planning consent process. These will identify habitats and species of special interest and any protection or mitigation measures required. Development will be expected to contribute towards environmental improvements both to the</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.18 Concerns over the future of current employment land</p> <p>10.19 Would like clearer ideas of timetable</p>	<p>immediate and wider area.</p> <p>There are large areas of redundant employment land within the Two Waters area. These land uses limit activity and detract from the quality of the built environment, by restricting access and interaction with local streets. Consideration of existing and future employment land needs forms part of the review for the Single Local Plan. Further information is available at www.dacorum.gov.uk/planning-development, within the South West Herts Economy Study (February 2016) and forthcoming Employment Land Availability Assessment.</p> <p>The Two Waters masterplan will be adopted as a supplementary planning document with the new Local Plan, anticipated in 2019. While DBC will work with landowners to support development being brought forward, ultimately the delivery timetable is dependent on the overall strength of the local and regional economies and property markets.</p>	
Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance'	11.1 Suggested trees to screen Box Moor Trust land from London Rd.	Development will be expected to contribute towards environmental improvements both to the immediate and	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
that you have not included in previous section?	<p>11.2 Green corridor could be enhanced by improving the link across the Magic Roundabout</p> <p>11.3 Building proposals are too high</p> <p>11.4 There should be an iconic cultural development</p> <p>11.5 There has been no feedback from other consultations</p> <p>11.6 How can local residents</p>	<p>wider area. DBC will work with developers and the Box Moor Trust to ensure that the proposals for these sensitive areas are appropriate.</p> <p>The Plough ‘magic’ roundabout is outside of the scope of the masterplan. DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p> <p>See 1.8</p> <p>The locations of landmark buildings are identified within the development sites guidance chapter of the masterplan. Historic, archaeological and environmental development is also recognised within the guidance principle. Feedback from round one consultation (held between 4 and 5 November 2016) and round two (held on 26 January 2017) is available on the DBC website at www.dacorum.gov.uk/home/regeneration. The report from phase 3 consultation will be published following Cabinet approval.</p> <p>Consultation on individual development</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>continue to make their views known in cooperation with DBC?</p> <p>11.7 Cycle routes are important</p> <p>11.8 What will be the result of this feedback</p> <p>11.9 How will the increase in air pollution be addressed?</p> <p>11.10 Alternative provision for Sunnyside Rural Trust needs to be identified</p> <p>11.11 What will happen with planning applications that have already been submitted?</p>	<p>sites will take place as part of the planning application process.</p> <p>Improvements to the cycle network will be a key component of sustainable transport measures through the Two Waters area. This will include enhancements to existing and new connections to link development sites with destinations such as the town centre and station.</p> <p>The feedback from the third round of consultation will be assessed and responses recorded. Final amendments will then be made to the Two Waters Masterplan prior to its publication. Proposed amendments are outlined in this report.</p> <p>See 4.5</p> <p>See 1.13</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.12 A clearer understanding of the proposed developers and increased transparency re their business interests</p> <p>11.13 Suggestion of extending Frogmore Rd to Sainsbury's and restricting traffic turning right</p> <p>11.14 Open up all DBC proposals for public debate</p> <p>11.15 Park and ride facility should be considered</p>	<p>subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report will consider existing guidance provided by the Core Strategy and policies of the Local Plan</p> <p>It is not the role of the masterplan to propose developers for any of the sites within the Two Waters area.</p> <p>This is not currently proposed. Further traffic assessments will take place at detailed design stage. Additional proposals will be considered as part of the development of HCC's Growth and Transport Plan for South West Hertfordshire.</p> <p>The masterplan has been subject to an extensive public consultation process in accordance with DBC's Statement of Community Involvement (SCI, 2016) where residents and stakeholders have been able to comment on emerging proposals and help shape the final document.</p> <p>Whilst this is outside the scope of the masterplan, further opportunities to reduce traffic congestion will be explored</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.16 'proper' parking restrictions needed around the station</p> <p>11.17 Relocate the station to the current bus depot site</p> <p>11.18 Rethink boundaries and avoid building right up to existing housing</p> <p>11.19 Provision for the future of electric cars i.e. Infrastructure for electric charging points at every parking space</p> <p>11.20 Suggested shared surface on the older streets, perhaps make Winifred Road and Weymouth Street one way,</p>	<p>by DBC and HCC as part of the implementation phase and through the development of the Growth and Transport Plan for South West Hertfordshire.</p> <p>It is expected that new controlled parking zones will form part of each development site. The parking needs of station users will be considered at the detailed design stage and advice sought from Network Rail.</p> <p>A preference to relocate has not been raised by Network Rail within any discussions</p> <p>The boundaries of development sites have been identified from an assessment of existing land uses and opportunities for new uses. The layouts of buildings will be considered at detailed design stage.</p> <p>See 4.12</p> <p>These highway changes are outside the scope of the Two Waters masterplan. See question 6 regarding residents' parking.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>introduce a parking system that helps residents park where they live.</p> <p>11.21 The Masterplan should recognise renewable energy in its requirements and make Hemel Hempstead known for its will of carbon neutral ideologies.</p> <p>11.22 Current bus routes in the town don't deliver direct journeys at times that people need, would like to see concrete evidence of how DBC think this can be changed.</p> <p>11.23 Traffic congestion and air pollution must be taken into consideration</p> <p>11.24 The document is poorly written with too much jargon making it difficult to understand</p> <p>11.25 The bridge widening on Durrants Hill lane is shown at the wrong bridge.</p>	<p>The design guidance for each development site highlights the requirement to consider sustainable building designs, such as efficient and renewable energy systems, water conservation, reduction/reuse and recycling of waste water.</p> <p>See 4.3</p> <p>See 4.1 & 4.5</p> <p>The masterplan is a technical document and uses terminology recognised within the planning sector. Where possible terminology will be simplified.</p> <p>Noted, the widening proposal is for the single carriageway bridge on Durrants Hill</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.26 The new canal bridge – Is there a desire line for this?</p> <p>11.27 Some residents in Boxmoor have grazing rights that come with their housing</p> <p>11.28 The cycle parking standards for railway interchange are woefully low.</p> <p>11.29 It is difficult to cycle to the retail units from the housing on the north east side of the canal, Durrants Hill Road and Red Lion Lane are the only crossing points and it makes for a long journey.</p> <p>11.30 Suggested that the bridge at Apsley Station be opened up on the other side</p>	<p>Road. An indicative location is shown on figure 25, within site 4. This will connect to a new pedestrian and cycle routes and the canal towpath.</p> <p>It is an objective of the masterplan to protect the semi-rural farmland of the moors currently used for grazing.</p> <p>The emerging Station Gateway Masterplan Supplementary Planning Document will consider this matter further in collaboration with key stakeholders including DBC, Network Rail and Abellio. Further information on this report will be found on www.dacorum.gov.uk/regeneration .</p> <p>The masterplan proposes a new bridge crossing the canal within site 4. This will connect to a new pedestrian and cycle route to London Road providing access to the retail units.</p> <p>Further discussion will take place with Network Rail on vehicle and pedestrian access to the stations. Whilst this is not</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>through the public right of way through the golf course for faster access for pedestrians to the manor estate and aspen park</p> <p>11.31 Bridges over London Road rather than numerous road level crossings</p> <p>11.32 Work with local businesses to provide solutions to problems I.e. car sharing, improved parking facilities, flexi time to alleviate rush hour traffic</p> <p>11.33 Space for a church building around development sites 1-3</p> <p>11.34 The plans miss out many of the public rights of way in the area, this is likely to result in missed opportunities for improving sustainable transport links,</p>	<p>currently identified as an objective, all development will contribute towards sustainable transport measures within the wider Two Waters area.</p> <p>This has not been raised by HCC as part of their requirements.</p> <p>DBC is working with HCC to assess the potential for a more holistic approach to transport to be embedded within HCC's forthcoming Growth and Transport Plan for South West Hertfordshire. Whilst the masterplan will not be able to fully resolve the area's transport issues it could have a role in delivering elements of these</p> <p>This is covered under the Core Strategy policy CS23 which encourages the provision of social infrastructure (which includes places of worship) in accessible locations.</p> <p>Noted, the masterplan illustrates the main pedestrian and cyclist routes and key proposals for improvements. This will be updated to include public rights of way. These will be looked at in more detail at the next stage of the development process in consultation with DBC and HCC.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>particularly walking and cycling</p> <p>11.35 A 3D or virtual model that shows the whole scheme</p> <p>11.36 What evidence of housing needs is there?</p> <p>11.37 The sites should not be considered in isolation from the rest particularly in respect of congestion mitigation</p>	<p>This is unlikely to be possible as sites will come forward individually through the phasing plan and developer interest.</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. 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.</p> <p>See 11.32</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.38 Has due attention been given to flood risk in the areas adjacent to the canal, rivers and moor?</p> <p>11.39 How will this plan be funded?</p> <p>11.40 Why have we not been consulted on this?</p> <p>11.41 Hardcopy of masterplan not available to purchase.</p>	<p>See EAs response under stakeholders</p> <p>It is expected that private finance will be necessary to bring forward the development opportunities. Viability and deliverability of potential development sites have been considered and assessed during the preparation of the masterplan.</p> <p>See 11.14</p> <p>Hardcopies of the masterplan were available at the deposit points in Hemel Hempstead, Berkhamsted and Tring and at Hemel Hempstead library. Respondents were welcome to print out copies of the documents if they wished to do so. Hemel Hempstead library provides printing facilities and free computer access.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
<p>Additional changes not covered in the above sections</p>			<p>Figure 5 will be amended to include views from higher lands in the Chilterns AONB.</p> <p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited [ADD FOOTNOTE] or current Train Operating Company.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to DBC's parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p> <p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> • <u>Explore</u> lower parking provision to encourage use of sustainable travel modes. <p>Additional wording to section 2.5.6: ...to avoid a detrimental impact on surrounding streets. <u>In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p> <p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5: The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for recreation and</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>biodiversity, whilst industrial land, large retail units and significant transport <u>strategic, high volume roads infrastructure</u> detract from dominate the key gateways into the area's, <u>detracting attention from its character and restricting walking and cycling movement through the car-led environment.</u></p> <p>Reference to residential neighbourhoods to be changed to residential areas on figure 12.</p> <p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two Waters area is of considerable significance in terms of the history of paper manufacturing and includes</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> • <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Page 2 image: De-haze</p> <p>Section 1.4 The Masterplan Guidance forms part of ...anticipated for <u>adoption in 2019.</u></p> <p>1.6.2 Hemel Hempstead was developed as a ...population of around 94,93287,000 ONS Census 2011.</p> <p>1.6.2 The town was developeda series of districts <u>neighbourhoods</u> focussed around an existing a <u>a</u> parade of shops.</p> <p>1.7 The adopted DBC developmentDacorum Core Strategy (September 2013), <u>Site Allocations DPD (July 2017)</u> and the <u>Emerging Site Allocations DPD Policies Map</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>(July 2017).</p> <p>DBC is currently preparing.....and modifications (December 2016) DBC's adopted Site Allocations Development Plan Document identifies.....</p> <p>1.7 Delete 'new proposal' from bullet points 4 & 5.</p> <p>1.7 DBC is also...adopting a<u>this</u> Plan in 2019.</p> <p>1.7 Whilst technically the adopted allocationspolicies and guidance. <u>The aim will be to incorporate the aims and objectives of this planning statement into the new Local Plan.</u></p> <p>1.7 Whilst already ambitious....review of the Core Strategy (<u>new Local Plan process</u>). following completion of the emerging Site Allocations Local Plan</p> <p>1.7 Along with <u>the need to meet meeting</u> housing targets <u>DBC will need to consider the</u> is committed to the wider regeneration</p> <p>1.7 The Two Waters Masterplan</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Guidance adopts a proactive approach to <u>contribute towards housing need</u> delivering the Borough's housing need and manage managing growth in a manner</p> <p>Page 12 images – Change to front cover of Site Allocations DPD rather than Strategic Framework covers.</p> <p>2.2 There are a number ofthat should be considered <u>conserved</u>.</p> <p>2.4 Land having between a 1 in 100 and 1 in 100 <u>(2a and 2b)....</u></p> <p>2.5 This is <u>also</u> compounded by the distance....</p> <p>2.5 Whilst the towpath unpaved making it is-less suitable for walking and cycling when <u>it is wet or</u> dark.</p> <p>ALL relevant figures – Arrow 'To Aylesbury' change to 'To Berkhamsted, Tring, Aylesbury'</p> <p>Figure 11: Arrow adjacent to A41 south – delete arrow sitting in the middle of the key.</p> <p>2.5.5 Parking standards areDBLP</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>(2004) and are contained in.....as residential parking standards by accessibility standards are specified specifically. These are currently being reviewed. The latest parking standards will be applicable to all development in the Two Waters area.</p> <p>2.5.6 Controlled Parking Zones “A” covers Two Waters Road while Controlled Parking Zone “R” covers and sections of London Road, Stranding Rise and Roughdown Road.</p> <p>2.6.1 [Residential] Given its locationand develop enhance.</p> <p>2.6.1 [Residential] The exception to this would bewhere a reduced car parking provision near the town centre could be considered....enhanced public transport.</p> <p>2.6.1 [Residential] The key development sitesimprove values across the area.</p> <p>2.6.1 [Employment/Office] There is</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>limited scope foroffice space. which is more likely to beexisting office stock.</p> <p>2.6.1 [Retail and Leisure] The town's retail core....with recent improvements to the retail offer planned. Including planned improvements to the retail and leisure offer.</p> <p>2.6.1 [Retail and Leisure] Given the above ... <u>increased</u> population. through the new residential developments.</p> <p>2.6.1 [Retail and Leisure] The basket food sector....which is in contrast to the larger format store market.</p> <p>2.6.2 The viability of the Development Sitesdue to <u>changing dynamic</u> market conditions...</p> <p>3.1 [Weaknesses & Constraints] include new bullet point</p> <ul style="list-style-type: none"> • <u>Contains older parts of the town.</u> • Existing utilities infrastructure and <u>viability</u>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>considerations around contamination in parts of the study area.</p> <ul style="list-style-type: none"> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>3.2 [Strengths & Opportunities]</p> <ul style="list-style-type: none"> • Established sustainable mixed-used-developmentrailway stations with more sustainable locations. the potential.....parking standards. • Enhance the amenity of London Road....improving the <u>Apsley</u> high street area. • Improve Two Waters Road/London Road junction for pedestrian/cyclists. • Lower parking provision Encourage use of sustainable travel modes <u>to deliver modal shift.</u>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Figure 13: Clarify what the dark green next to Durrants Hill Rd represents.</p> <p>Include illustrations/example pictures representing a range of heights proposed in the masterplan.</p>

Appendix B:

Summary of Stakeholder Comments and the Council's Responses

This section should be read in conjunction with Section 5: Key Consultation Themes and DBC responses which provides more detailed responses to many of the comments below.

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Buckinghamshire County Council (BCC)</p> <ul style="list-style-type: none"> The Draft Two Waters Masterplan Guidance document does not specify the number of homes planned for the Masterplan area, so it is difficult to give specific education comments on the scheme at this stage. The document states that Dacorum Borough Council (DBC) and Hertfordshire County Council (HCC) will need to explore options for providing additional school places. BCC would take a similar approach and would support any future proposals that would enable the Borough to meet its sufficiency duty and not negatively impact on Buckinghamshire schools. Currently a number of Bucks resident primary and secondary pupils attend schools in the Borough of Dacorum. Similarly, a number of Dacorum resident primary and secondary pupils attend schools in Bucks (predominantly secondary school pupils). Proposed growth in both Buckinghamshire and Dacorum is likely to increase demand for school places and have an impact on education movements between the two areas. BCC would therefore need to consider any future proposal with regard to its impact on schools and residents in Buckinghamshire. BCC would want to have further engagement with DBC in order to better understand the proposals for this area, including the number of homes planned for the Masterplan area; specific education provisions proposed to meet needs 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth.</p> <p>We are happy to arrange a specific meeting between DBC and the BCC and HCC to be satisfied that appropriate schooling provision could be made.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>generated by the Masterplan proposals; and any other relevant mitigation measures.</p>		
<p>CPRE Herts</p> <ul style="list-style-type: none"> • Concerns regarding the methodology of calculating reference to Housing Targets. • Despite uncertainty about the scale of housing development that will be proposed in the new Local Plan in due course, there is little doubt that there will be great pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum, in line with emerging Government policy. For this reason the Two Waters Masterplan should place greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area, and this emphasis should not be limited to the individual development sites included in the current consultation. To encourage this, the guidance should set out minimum dwelling densities for the proposed residential-only sites within the Masterplan area, and minimum dwelling targets for the mixed use areas. • Care should still be taken to ensure that the height and design of new buildings does not have a significant detrimental effect on residents of neighbouring properties and on the townscape of this part of Hemel Hempstead which is an important gateway to the town. • Concerns re traffic generated by new development and those developments already underway. • Development should consider scale, and should not damage the local environment, and be sustainable. 	<p>Noted. There is 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). The new Local Plan process will ultimately set the housing target for Dacorum up until 2036.</p> <p>The development sites have been identified as being the areas which have the most opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>Further consideration will be given to transport through transport assessments and borough wide modelling to support the new Local Plan.</p>	
<p>Chiltern Society</p> <ul style="list-style-type: none"> • Retention and expansion of open space and green 	<p>Noted. The development sites have been</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>environment especially Boxmoor. Linking of the Boxmoor area more clearly with Sites 3 and 4 by providing pedestrian access over Two Waters Road and the opening up and enhancement of the Durrants Lakes will protect this area and make it a more accessible amenity for all.</p> <ul style="list-style-type: none"> • Development should be constrained by area, and the 4 development sites are noted and should not be exceeded. • A key issue is the height of development, which should be consistent with the majority of surrounding buildings and should not block the skyline from the surrounding wider area, being Green Belt and AONB further towards the west and north. • The new residents of the proposed 6 storey housing blocks should be taken into account when looking at the future of the stations. • Apsley station should be retained in view of the proposed increase of population near to the station, most of whom will be commuters. • Transport and parking. There is a wider impact of traffic congestion for the borough as a whole, and this applies to road congestion and rail capacity. Any idea of amalgamating Hemel Hempstead station with Apsley must not only take account of Network Rail's demands but recognise and address the chronic car parking shortage at these stations, both of which are full before 08:00am. With the increase of up to 9,000 new properties in the borough (Core Strategy indication), this will only increase because of the desirability of Dacorum as a commuter area. • A strategic plan for the changing landscape and needs of Dacorum with the large increase in residential development, and therefore population, needs to protect all existing open space and should enhance and improve the open space. 	<p>identified as being those with the greatest opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>There is 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. Maximising the potential for construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres as well as to reduce the possible impact and loss of Greenbelt land for development.</p> <p>The masterplan does not propose to change the location of the two stations in Hemel Hempstead. Parking at both stations are in the control of Network Rail and the service provider and are likely to remain commercially led. DBC will be</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> In view of the appalling tragedy of Grenfell Tower, building above 6 storeys should not be considered. Local fire equipment will not provide the necessary cover for anything above this. 	<p>working with relevant organisations and departments to facilitate the provision of relevant infrastructure, such as car parking and sustainable transport provision.</p> <p>The emerging new Local Plan will develop a vision, objectives and policies for the whole of Dacorum up until 2036. This aims to balance growth needs against other designations, such as open spaces, Green Belt or AONB.</p>	
<p>Chilterns Conservation Board</p> <ul style="list-style-type: none"> The draft masterplan fails to mention that the River Bulbourne and River Gade are chalk streams, which are home to some of our most threatened plants and animals. The impact on the chalk stream of the development proposals in the Two Waters masterplan must be carefully assessed. The Board has particular concerns about site 3 and the lower half of site 4. There appears to be little consideration for the Rivers Gade or Bulbourne. The proposal to build up to buildings of up to 6 storeys on what is currently floodplain meadow should be looked at from an ecological perspective as well flood risk High rise building in the setting of the Chilterns AONB could harm the AONB. The viewpoints on Figure 5 identify two wider viewpoints, both from the town, and should also include views from higher land in the Chilterns AONB, a nationally protected landscape. 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology, the setting of the AONB and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p>	<p>Reference to be added to section 5.3.5 acknowledge that: ...provide ecological enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p>
<p>Countryside Access Officer – DBC</p> <ul style="list-style-type: none"> Plans depicting the current public rights of way network 	<p>Noted. We recognise the need for the right</p>	<p>Add Public Rights of Way network</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>which do not appear to have been included in the 'Transport & Movement' section of the document.</p> <ul style="list-style-type: none"> • There is considerable scope to incorporate improvements to existing routes, including inevitable diversions, to improve sustainable transport through the study area. Ideally a non-vehicular shared pedestrian-cycle route linking residents to the stations and minimising road crossings. 	<p>infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, 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 development mitigation should also be considered.</p>	<p>to Transport and Movement section (Figure 17).</p>
<p>Environment Agency</p> <ul style="list-style-type: none"> • We agree that the moors, Grand Union Canal, River Bulbourne and the River Gade provide valuable opportunities for quality recreation and biodiversity. • It is essential that the quality and quantity of water in the environment is properly safeguarded. • Environment Agency would seek the implementation of Actions and Mitigation Measures identified in the update of the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade for the extent these water bodies pass through the proposed development area, and for at least 1km upstream and downstream the area. <p>Flood risk: General comments for all sites within the masterplan</p> <ul style="list-style-type: none"> • Latest climate change allowances will need to be taken in to account for new developments. • Level-for-level volume-for-volume floodplain compensation will be required for any increased built footprint in the 1 in 100 year plus climate change floodplain, such development should be avoided regardless through sequential planning. 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be completed and for consideration to be given to the existence of flood zone designations, the need for SuDs and buffer zones to aid habitat continuity.</p>	<p>Reference to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • At least an 8 metre undeveloped buffer should be left along rivers, to ensure riparian habitat continuity and access for maintenance. • Any development should be supportive of ongoing river and floodplain restoration of the Gade and Bulbourne in the area, and work with catchment partnership. Developer buy-in to improving the riparian environment, and implement river basin management plan 1-2km upstream and downstream of the site allocations. <p>Site 1 & 2</p> <ul style="list-style-type: none"> • We have no fluvial flood risk concerns as both these sites are located outside of the flood plain. <p>Site 3</p> <ul style="list-style-type: none"> • New development may constrict the riparian corridor, as the site is currently mostly undeveloped green space. New development may reduce the habitat continuity along the Bulbourne and all new proposals should ensure a suitable natural buffer strip is proposed. • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. • Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible. <p>Site 4</p> <ul style="list-style-type: none"> • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. • Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible 		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Hertfordshire County Council: Education</p> <p>Further to our previous representations dated 17/11/16 and 03/04/17, we have the following comments to make.</p> <p>Land Use – School</p> <ul style="list-style-type: none"> • The size and number of schools required will be determined by the number of residential units proposed within the master plan area. • The masterplan area falls within the SE Hemel Hempstead primary planning area. In this area, there is a concentration of demand where the number of children significantly exceeds the number of available school places. To help ease this concentration of demand, Belswain Primary was temporarily expanded to 2FE in 2016. • Although the primary forecast can only show projected pupil numbers up to 4 years ahead, the latest forecast shows an increase in demand for school places in South East Hemel as well as across the whole of Hemel town. <p>Site 3</p> <ul style="list-style-type: none"> • The inclusion of a potential drop off zone to serve the new primary school shown in site 4 is welcomed, subject to further feasibility studies being undertaken by DBC and HCC. <p>Site 4 <i>Para 6.4.3</i></p> <ul style="list-style-type: none"> • The inclusion of land to provide a 2FE primary school, together with open space and drop off zones is welcomed, subject to further consultation with DBC regarding proposed housing numbers and feasibility work. 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth. We will continue such discussions as the new Local Plan emerges.</p> <p>DBC and HCC recognise the need for the right infrastructure package to help support employment and housing growth. DBC is exploring external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Hertfordshire County Council: Lead Local Flood Authority</p> <ul style="list-style-type: none"> • Future development in the area must consider flood risk from all sources and the risk of flooding should be minimised through appropriate management. As the Lead Local Flood Authority we will assess the drainage assessment and Flood Risk assessments for major planning applications. • A surface water drainage assessment should be carried out to demonstrate that the proposed development will not create an increased risk of flooding from surface water to the development site and the surrounding area. It should be carried out in accordance with the NPPF and the NPPG. • We would expect development to demonstrate that the surface water drainage can be managed in a sustainable manner, giving priority to above ground storage and source control. By giving preference to infiltration, then discharge to a watercourse thereafter to a surface water sewer. • Any FRA submitted to support any future planning applications should demonstrate that the proposed drainage system can be designed to cater within the site for the post development surface water run-off rates and volumes for its lifetime and for all rainfall events up to and including the 1 in 100 year rainfall event + 40% allowance for climate change. • The FRA should also demonstrate that any existing areas of surface water flood risk can be managed within the site without increasing flood risk elsewhere. • Where it will be proposed to infiltrate, detailed assessment of ground conditions should be provided with groundwater levels, permeability of the underlying geology, with infiltration tests carried out in accordance BRE Digest 365. The FRA should also demonstrate that there will be sufficient surface water quality treatment by implementing an 	<p>Noted. Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed. A Strategic Flood Risk Assessment is going to be commissioned for Three Rivers and Dacorum which will also support the new Local Plan.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be completed and for consideration to be given to the existence of flood zone designations or the need for SuDs, etc.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>appropriate amount of water quality treatment stages through the use of SuDS.</p> <ul style="list-style-type: none"> • Please note there are ordinary watercourses within the Two Water area. Any works proposed to the ordinary watercourses that affect the flow within the channel will require the prior written consent from the Lead Local Flood Authority. This includes all temporary and permanent works such as dams, culverts, weirs etc. the Grand Union Canal is also classified as an Ordinary Watercourse. • The River Bulbourne is classified as Main River; we would recommend consulting the Environment Agency in matters relating to water quality and fluvial flooding. 		
<p>Hertfordshire County Council: Natural, Historic and Built Environment Advisory Team</p> <ul style="list-style-type: none"> • Future planning applications includes a requirement for an archaeological desk-based assessment. Whilst we welcome the inclusion of the historic environment in the list, we recommend that this office is consulted with regard to the scope of any required archaeological investigations. • Heritage assets should be established and this may include archaeological evaluation as well as a desk-based assessment. • Masterplan must consider the historic environment appropriately. The historic environment/heritage assets include both below ground archaeological remains as well as historic buildings, landscapes and landscape features. In this instance this may include (but not be limited to) the Grand Union Canal and any associated features/furniture. • Provision should also be made for the identification of currently unknown heritage assets and their consideration of their significance. 	<p>Noted. Planning applications will need to meet our local validation checklist. Where relevant, we will notify statutory consultees of applications where designations are known. Weekly lists of live planning applications are available from our website.</p>	<p>Add reference in paragraph 5.1.4 to Para 5.1.4. – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Hertfordshire Police – Traffic Management</p> <ul style="list-style-type: none"> No objection. 	<p>Noted.</p>	
<p>Historic England</p> <ul style="list-style-type: none"> An appreciation of the historical context of a place for which change is planned is of considerable importance in ensuring successful design. The masterplan would benefit from the greater inclusion of historic environment into its aspirations and objectives. Recommend that where the masterplan refers to ‘heritage’ or ‘built assets’, it instead uses the term ‘historic environment, in line with the accepted terminology in the NPPF. To properly summarise the interesting and varied elements of the historic environment found within the Study Area, more content is required than referenced Grade II listed terraces at Corner Hall. Roman period archaeological site not mentioned in site 1 overarching summary, neither are any other listed buildings or (if appropriate) non-designated heritage assets. Recommendation is that this information and any accompanying imagery could be better presented if ‘heritage’ had its own discrete section, or if the current combined section were enlarged to cover more than one page. No reference to the presence of John Dickinson’s Frogmore Paper Mill and its existing heritage amenities, including the ‘Paper Trail’ and museum, which are within the Study Area. The plan should ideally include consideration of ways in which this asset and its significance can be enhanced and better revealed as part of any new public realm or open 	<p>Noted. The historic environment is one of many important factors that the objectives need to respond to. However, the objectives provide reference to the historic environment within objectives 4 and 7.</p> <p>Roman period archaeological site in site 1 is already adequately referred to in figure 22 and paragraph 6. 1.23.</p> <p>There is sufficient reference to heritage throughout the document.</p> <p>Wording changes will be made to some sections based on your feedback.</p>	<p>Proposed change to vision: New development with supporting infrastructure will be of the highest design quality, integrates with existing areas. <u>It will also neighbourhoods that respect and enhances its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>Additional wording to para 6.4.17: ... wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p> <p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two Waters area is of considerable significance in terms of the history</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>space, and also the wider regeneration of the Two Waters area more generally. Its omission from long term planning in this area would be an unfortunate missed opportunity in terms of enhancing not only the historic character of the area, but also the area’s potential to attract tourism and foster additional economic activity.</p> <ul style="list-style-type: none"> • We are pleased to note the masterplan’s focus on the improvement of the public realm and streetscape in terms of placemaking, as identified in section 3.2. We acknowledge there is a large range of building types, including those which are designated heritage assets, in the Study Area, as highlighted in Section 3.1. This diversity of form will require detailed consideration in any future development proposals in the Study Area. It is important, however, that the masterplan includes the Grade II* listed Snatchup End Cottages and other heritage assets in the area (15 Grade II listed buildings) as potential opportunities for enhancement in Section 3.2, relating future development within the Study Area to its historic character and context, and using that context to inspire successful future designs. With that in mind, we suggest also that section 4.1 also includes an aspiration to encourage the use of and access to heritage assets and the historic environment, as well as to the countryside. • In Section 4.2, the wording of point 7 could benefit from rewording along the lines of “Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place” • Welcome focus in Section 5.1 on ensuring high quality design for new buildings, recommend that equal importance is placed on the design quality of new public realm and 		<p><u>of paper manufacturing and includes the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> • <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Proposed changes to section 4.2: <u>Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place</u> Enhance and Better Reveal Two Waters’ Heritage, Landmarks and Green Spaces</p> <p>Additional wording to section 5.1.1: ...relationships with existing development. <u>This should also include achieving a high quality of new public realm and infrastructure.</u></p> <p>Additional wording to Section 6: Design Guidance ...specialist service vehicles and</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>infrastructure.</p> <ul style="list-style-type: none"> Section 6.0 could also make reference to Historic England’s Streets for All guidance (https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/) for public realm improvements, alongside the Manual for Streets and county design guidance. In Section 6.3 - Site 3 under Open Space and Heritage, we suggest the inclusion of a requirement that new public realm (Numbered 4 on Figure 24) enhance the setting of the nearby Grade II listed Bell Inn. It is well established that heritage is not just an adjunct to a healthy economy, it is an important component of growth and a source of employment. We therefore welcome the inclusion, in Section 7.1, of a requirement for new development to contribute towards delivering infrastructure improvements in the Two Waters area through CIL and Section 106. The Localism Act allows CIL to be used for the maintenance and on-going costs associated with a range of heritage assets including, for example, transport infrastructure such as historic bridges, green and social infrastructure such as historic parks and gardens, civic spaces and public places. Historic England encourages charging authorities to consider identifying the ways in which CIL, and S106 agreements can be used to implement local planning policy and proposals relating to the conservation of the historic environment, heritage assets and their setting. This will help the SPD to satisfy national planning policy (NPPF paragraphs 6, 126 and 157). Development specific planning obligations and S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological 		<p>lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p> <p>Open space and Historic Environment (section 6.3.2- Design Guidance)</p> <ul style="list-style-type: none"> <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p>

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<p>investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets.</p>		
<p>Lumiere Developments (landowner)</p> <ul style="list-style-type: none"> • The draft Guidance fails to take into account the purpose for a Masterplan and various crucial factors which have resulted in flaws in numerous sections of the document. The draft Guidance does not discuss viability sufficiently and has failed to address the Vision and Objectives specified. The draft Guidance concludes that the proposal is viable, however no sufficient investigation or assessment has been conducted. • The Masterplan is considered to rely too greatly on existing routes and desire lines as opposed to holistically changing/removing these to create a much more vibrant pedestrian dominated place to live, work and travel. • Further detail of the proposals is required to assess possible reduced benefit should some of the aspirations in the draft Guidance not be viable or achievable. While the funding approach is considered most likely and most appropriate, the level of detail in the masterplan does not evidence its viability. • There is no formal viability report with quantitative data on land values, cost of construction, gross development values or costs of proposed highways improvements. There are a number of concerns regarding the assumed numbers of housing units, build cost and land values in the Masterplan. • The existing volume of traffic on the network is at capacity and the masterplan should have investigated wholesale alterations so as to remove barriers as opposed to working round existing infrastructure and vehicular desire lines. The Masterplan should go further to create a vibrant, car free environment. 	<p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors including national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. The viability assessment methods adopted is standard market practice for documents of this nature. The Masterplan Guidance provides overarching and site specific guidance for development coming forward. However, potential developers will need to undertake their own further detailed assessments and viability work through the planning process as and when development comes forward for their own proposed development scheme.</p> <p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for</p>	

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<ul style="list-style-type: none"> There are further concerns regarding the approach to the transport network, traffic flow links, access to the station, bus routes and parking. 	<p>Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts. See Section 5 above of the main report for further details on Transport and Movement.</p>	
<p>National Grid</p> <ul style="list-style-type: none"> We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation. 	<p>Noted.</p>	
<p>Natural England</p> <ul style="list-style-type: none"> SSSI should be included specifically on the list of constraints. Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by the future populace Given the scale of the development, consideration should also be given to ecological enhancement. The site falls within Natural England’s Chalk and Chilterns Focus Area. The chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of chalk grasslands and woodland that is also locally a farmland bird ‘hotspot’. As well as its ancient trackways, its sites are increasingly valued and visited by people from expanding towns. We are looking to ‘join the dots’, ensuring a connected, accessible and robust natural environment along this ridge. The development should look to avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. 	<p>Noted. The natural environment is one of many important factors that the Two Waters area need to respond to.</p> <p>We will make wording changes to the document based on your feedback.</p>	<p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Reference to be added to section 5.3 acknowledge that: ...provide ecological enhancements to the east of Two Waters Road and north of London Road. The River Bulbourne and River Gade are chalk streams and</p>

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		<p>consideration should be given to potential impacts upon these natural environments.</p> <p><u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate.</u> The site falls within <u>Natural England’s Chalk and Chilterns Focus Area, with the chalk ridge extending from the Chilterns into Hertfordshire.</u> Beyond, is a <u>fragmented landscape of chalk grasslands, woodland, farmland and ancient trackways.</u> These sites are <u>increasingly valued and visited.</u> We <u>would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p>
<p>Network Rail Network Rail owns, maintains, renews and enhances the railway infrastructure in England, Wales and Scotland. Our comments are as follows:</p> <ul style="list-style-type: none"> • Network Rail is supportive of the proposed draft Two Waters master plan consultation document where it relates to Site 1 - Hemel Hempstead Railway Station. We also support the masterplan’s vision and objectives for future development. • A comprehensive development as envisaged at the station would be subject to railway and regulatory approvals and Network 	<p>Noted. We will consult with Network Rail as part of ongoing engagement with key consultees, regarding projected growth numbers within Dacorum. The work on housing growth will be progressed through the new Local Plan. To ensure implications on train capacity (both passenger numbers and parking) can be considered by Network Rail.</p>	<p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited.</u></p> <p>Additional wording to Section 6.1.5:</p> <ul style="list-style-type: none"> • Residential parking for new residential development should be shared with other users. <u>Although sufficient parking for</u>

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<p>Rail's processes.</p> <ul style="list-style-type: none"> • Under 6.1.4 Network Rail would wish to see some increased flexibility to allow for market demand. • Under 6.1.5 it states: “Residential parking for new residential development should be shared with other uses.” Network Rail would have concerns over any shared use of dedicated station parking with residential parking and will require sufficient parking for station customers. • Point 6.1.13 should allow flexibility and the ability to provide underground car parking should this be more appropriate than a multi-storey. • Under 6.1.14 it should be noted that Network Rail is regulated and any development on the site will need to ensure that sufficient station parking is provided to accommodate predicted growth. • It should be noted that there is reference in the document to London Midland as the Train Operating Company, but West Midlands Rail Limited has recently been awarded the franchise and will take over from London Midland in December 2017 for a period of 9 years. • The West Coast Main Line south has capacity issues. • We have projected levels of demand to 2043 to understand how demand may grow over time. In conclusion, future demand continues to increase significantly on the route, with options to increase capacity very limited. In the shorter term, a programme of train lengthening would help meet some of this demand but at the moment this is a non-committed, unfunded aspiration. • HS2 services are available post 2026. We are currently working jointly on whether its introduction will release capacity on the existing rail network and if so, what this may look like. • Implications of development within the Two Waters area and train station capacity for both Stations in terms of passenger 	<p>Paragraph 6.1.4 refers to primarily encouraging smaller units as these are more likely to be the type of accommodation coming from high density, urban sites. The approach would allow for other types of units as part of the overall mix.</p> <p>Transport Assessments should cover all alternative means of transport and consider any direct impacts upon Hemel Hempstead or Apsley Stations. Mitigation will be sought by DBC through the planning application process, as appropriate.</p>	<p><u>station customers will be necessary.</u></p> <p>Additional wording to paragraph 6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements <u>(and to accommodate predicted growth)</u> with viability of development.</p> <p>Additional wording to paragraph 6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p>

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<p>numbers and parking.</p> <ul style="list-style-type: none"> Transport Assessments should also take into account trip generation data at Railway Stations, including footfall at railway stations and consider developer contribution (either via CIL, S106 or unilateral undertaking) where there is increased numbers of customers resulting from proposals. Location of proposals, accessibility and density of developments should be considered in relation to the railway stations within proposals. 		
<p>St William Homes (agent for landowner)</p> <ul style="list-style-type: none"> To provide greater clarity, the Council should make it very clear that this document once adopted will provide only limited material weight in decision making. The current text <i>'it should be given material consideration in the determination of planning applications'</i> should be amended to <i>'it will provide some material consideration, although as a Planning Statement in the first instance (prior to the Local Plan review), the weight applied as material is limited'</i>. The Council should refer to <i>'H/2 National Grid and 339-353 London Road, Hemel Hempstead'</i> as being contained in the SADPD and reflect the 350 homes to be delivered on this site as a minimum. The number of homes assumed is not in conformity with NPPF principle to emphasise delivery of housing on brownfield sites. Therefore the document as it currently stands is inconsistent with planning policy. We confirm that the former gasworks site (site 2) alone is proposed to deliver in excess of 350 homes in line with the Council's adopted Site Allocations DPD. Reference to Saved Local Plan policy 10 is questioned given that this policy is now considered out of date. The NPPG states that SPD's should build upon and provide more detailed advice or guidance on the policies in the Local Plan. 	<p>Noted. The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. These will be reconsidered as part of the new Local Plan process. It is acknowledged that at the planning application stage these matters will be explored further.</p> <p>The viability undertaken for the Masterplan was 'high level' to inform broad site assumptions. Detailed viability will need to be tested on a site by site basis when detailed plans are progressed. We acknowledge that viability will vary for each site.</p>	<p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to our parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p> <p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> <u>Explore</u> lower parking provision to encourage use of sustainable travel modes.

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<p>The Council should carefully consider the document’s status and its timeframe within the context of the up to date Local Plan.</p> <ul style="list-style-type: none"> • As the document provides guidance only, it is imperative that this is portrayed clearly throughout the document. • References to the Site Allocations DPD should reflect its status as an adopted planning document. • We support the intention of the residential led approach for the designated London Road Area and particularly support the last paragraph in 2.1 whereby future development will need to <i>‘create a more efficient use of land and encourage Two Waters to reach its full potential as a sustainable neighbourhood.’</i> • Having undertaken a Topography Study, this shows the levels in Figure 5 to be inaccurate. The levels provide an opportunity to increase the delivery of homes making a more efficient use of the site. • The last paragraph in section 2.2.5 should include reference to the review of the Car Parking Standards SPD. • Suggested wording for section 2.5.6, paragraph 4 <i>‘...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm’.</i> • The NPPF sets out a core planning principle that local planning policies should encourage the effective and efficient use of land by re-using land that has been previously developed. While the reference that the Two Waters area <i>‘would be better suited to a mix of apartment led development with a number of houses to create market choice’</i> (Section 2.6.1), wording should be included that emphasises the need for the Council to deliver the quantum 	<p>This Masterplan (and further work being completed for the new Local Plan) explore all opportunities to make effective use of suitable brownfield sites and optimising the proposed density of development (aligned to para 1.39 of the Housing White Paper).</p> <p>The Masterplan will be a material consideration for planning applications. Its status is adequately covered within section 1.4. This work will be progressed further through the emerging new Local Plan. Section 1.7 acknowledges that the Site Allocations DPD allocates the National Grid and 339-353 London Road site as proposal H/2. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the context of relevant national and local policy and guidance documents and site specific issues.</p> <p>DBLP Policy 10 is saved and is considered broadly consistent with NPPF. Its objective to secure sustainable development is</p>	<p>Additional wording to section 2.5.6: <u>...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>of needed new homes without over reliance on Greenbelt land.</p> <ul style="list-style-type: none"> • Section 2.6.1, paragraph 3 states <i>‘we would expect there be limited current market interest to any significant degree in residential units without dedicated parking’</i>. The words <i>‘we would expect’</i> are misleading and not based on any evidence. • Our research indicates that purchasers of studio and one bedroom homes do not consider a parking space as being a requirement for sale. Text stating <i>‘we would expect...without designated parking. The exception to this would be in respect of development in close’</i> should be deleted and changed to <i>‘there may be some limited market interest for a degree of residential units to be without dedicated parking. This would be dependent on type and size of a home and proximity to Hemel Hempstead Station where a reduced car parking provision near the town centre could be considered,’</i> • Section 2.6.2 ‘Masterplan Guidance Viability Assessment’, paragraph 3 makes reference to viability analysis which has been undertaken to underpin provisions in the study. The former uses (and remediation) of the Gas Holder Site makes viability a key issue. The NPPF (specifically paragraph 173) makes it very clear that Plans should be <i>deliverable</i> and have regard to <i>viability</i>; in particular, that sites should not be subject to policy burdens that threaten viably. The design aspirations for the Site 2 (including height guidance) are considered to be unduly prescriptive, would hinder viability and ultimately the delivery of homes on the site. • We consider the viability evidence to have a number of flaws: <ul style="list-style-type: none"> ▪ An assumption that all units will be 105 sq.m. ▪ The applied density is considered too low for a 	<p>applicable in this instance.</p> <p>Figure 5 is based upon Ordnance Survey mapping and is accurately reflected across the Two Waters Area.</p> <p>The Masterplan seeks to guide growth over broad areas of development opportunity. We acknowledge that in reality parcels of individual sites may come forward (as per Proposal H/2 in the Site Allocations DPD). The 123 list is based on information available at the time the CIL was adopted. We accept that the CIL will need to be updated, particularly as we progress a new Local Plan.</p> <p>While the wording in the vision has changed (since the earlier version), the commitment in the Masterplan to residential led mixed use development remains.</p> <p>The statement in section 2.6.1 only seeks to reflect the common approach that the majority of new homes are provided with dedicated parking. There are very few examples of car free development in the Borough. If lower (or no parking) is to be pursued then this will need to be justified in each case.</p>	

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<p>centrally located brownfield site (the lowest density of all the sites).</p> <ul style="list-style-type: none"> ▪ An allowance of £5m has been made for abnormal costs for Site 2. We anticipate that this figure will be significantly higher, especially as high pressure gas infrastructure will need to be re-provided within the site. ▪ Build costs are considered to be low given the emphasis we place on good place-making and landscape led development. <ul style="list-style-type: none"> • Welcome last paragraph in section 2.6.2 referencing viability, although this should be reference alongside the need to maximise and make best use of brownfield land. • The weaknesses and constraints (section 3.1) are generally supported including reference to <i>‘the contamination in parts of the study area’</i>. However previous text noted <i>‘the southern part of the Study area and its impact on development viability’</i>. This text should be reinstated given the unique characteristics and constraints of regenerating a former gasworks site. • Figure 12: suggested that this wording is altered to <i>‘Safeguarded Land for Infrastructure’</i>. • Contribution made by brownfield sites to DBC’s 5 year housing land supply could be emphasised. • Bullet points 4 and 22 referring to lower parking provisions are fully supported, although are contradicted in other areas of the document. • Figure 13: Site 2 should be split into two individual sites so that the Masterplan fully accords to the Site Allocations DPD. • The proposed vision (section 4.1) differs to the first draft of the masterplan which stated the Council’s commitment to achieving a <i>‘thriving well connected sustainable</i> 	<p>The 2nd paragraph in Section 2.6.1 refers to a mix of apartment led development with a number of houses. The approach in section 6.2.1 is consistent with this.</p> <p>We acknowledge the need to check the building heights mentioned for sites/areas to ensure consistency across the Masterplan (figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p>	

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<p><i>neighbourhood</i>'. This has been replaced with: <i>'Two Waters area will become vibrant mixed use neighbourhoods'</i>. It should be clear that the neighbourhoods will be residential led regeneration in line with Objective 3.</p> <ul style="list-style-type: none"> • We are in general support with the objectives set out in the Document. In relation to Objective 3 ('Provide Residential-led Mixed Use Development'), it is suggested that further emphasis is placed on the actual delivery of housing numbers (aligning to the Site Allocations DPD). This appears to conflict with the overall Vision to deliver "vibrant mixed use neighbourhoods'. • Section 5.0 (Overarching Guidance) states that 'the guidance ensures that <i>'a range of development forms can be accommodated'</i>; however, section 5.1 and section 6 is overly prescriptive and would not allow for this. • Text contained in 5.1.5, 5.1.6 and 5.1.8 unduly restrict the study area up to 6 storeys and that any level above G+2 to be set back. This blanket approach across contradicts text set out in 5.1.7 and 5.1.9, which references a mix of building forms and references the benefit made from the varied topography of the area. The approach is contrary to the Site Allocations DPD (350 homes), does not take into account specific constraints or opportunities of individual sites or consider viability matters. A more bespoke approach to heights and a flexible height strategy should be considered. Wording relating to the need for full views analysis and could be added to the guidance document itself. • Figure 16 sets out a predominant 3 storey 'limit' across the former gas works site which is contrary to paragraphs 5.1.5 – 5.1.10 and is not justified. The approach to heights as set out in figure 19 is unduly onerous. No evidence of the viewpoint positions has been given, nor has any TVIA been undertaken. 		

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<ul style="list-style-type: none"> • We fully support the encouragement of more sustainable forms of transport (section 5.2). Reference should be made to any infrastructure already included in the Council’s CIL Regulation 123 List. • We fully support the flexible approach in paragraph 4 of page 52. However, the flexibility highlighted here contradicts provisions as set out earlier in the document. • Paragraph 6.2.1 states that development will comprise a variety of 1-4 bedroom houses and apartments. This is contrary to paragraph 2.6.1 which emphasis the need for flatted developments. It is suggested that wording within 6.2.1 reflects a steer to flatted development. This should refer to the abnormal costs associated with the redevelopment of site 2 and to its former use and issues concerning site viability. • Figure 23 shows a predominant height of 4 storeys across the site and a small area indicating heights of 6 storeys. There is no specific regard to varying levels/topography on site 2. This Plan should suggest heights are indicative and subject to full site and design analysis as part of the planning application process. There are a number of discrepancies within Figure 23 including: <ul style="list-style-type: none"> ▪ The proposed railway buffer zone is misleading and located in the wrong place – it should be adjacent to the railway. ▪ The indication of Public Open Space at ‘12’ should be changed to ‘Green Corridor’ ▪ Safeguarded Land needs to be re-labelled to ‘<i>Safeguarded Land for Infrastructure</i>’. ▪ Proposed vehicular route running west to east through the site is questioned. ▪ There is no evidence to uphold established 		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
viewpoints across Site 2.		
<p>Thames Water</p> <ul style="list-style-type: none"> • Thames Water requires further information on the scale and phasing of development in order to understand the potential impact on their processes and the sewerage network. As such Thames Water are keen to work with the Council to advise on waste water infrastructure issues as more information becomes available • The developments demand for sewage treatment and sewerage network infrastructure both on and off site and can it be met • The surface water drainage requirements and flood risk of the area and downstream and can it be met. 	<p>Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed.</p> <p>Thames Water and DBC are in discussions over whether appropriate levels of infrastructure could be made for the proposed levels of growth. We will continue such discussions as the new Local Plan emerges.</p>	
<p>The Box Moor Trust (landowner)</p> <ul style="list-style-type: none"> • Concerns over use of plot ratios rather than numbers of homes proposed per site • Concern over proposed inclusion of active frontages within 	<p>Noted. The Masterplan will be a material consideration for planning applications. This work will be progressed further through the emerging new Local Plan,</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Sites 3 and 4 do not represent a financial viable proposition. Consideration should instead focus on how best to develop these frontages for residential use.</p> <ul style="list-style-type: none"> • Further consideration should be given to expanding existing primary schools. Costs should be accounted for within viability assessments. • The canal, the railway and the A41 bypass have already taken large chunks of the Trust's land over the centuries and we are understandably worried about discussion on road widening on Two Waters Rd and the London Rd. • The Trust land is at the core of a cohesive approach to the future of Two Waters gateway and the Board is, within reason, enthusiastic to help see the Council's vision achieved. In terms of our long term sustainability, the Plan process conclusions are crucial to us. This latest information, if studied carefully, seems to suggest that construction height and housing unit projections on our land at B&Q and at Two Waters East might substantially affect the development potential and attraction for housing, especially if we provide 35% social housing. As an organisation with the wellbeing of our 100,000 residents at heart we might be in a position to help achieve local targets and thus give local young people a chance to find housing, but the current allocation of units may not swing the balance from commercial rent potential to housing rent potential. We would hope that the distribution of building heights and numbers will be more flexible because, at present, this new information suggests that the Old Gasworks site and the northern end of Two Waters Rd may have a better development potential. 	<p>which will seek to carry forward relevant principles and allocate development sites. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the context of relevant national and local policy and guidance documents and site specific issues.</p> <p>Securing active frontages at ground level is accepted as good practice urban design principles. It is likely that we would seek flexibility over the type of uses to ensure they appeal to the market.</p> <p>It is important that there are sufficient school places to accommodate new development. We will be guided by ongoing advice from the County Council regarding how best to meet future school needs, be this expanding existing schools or providing new schools.</p> <p>The Masterplans does not envisage any significant new road schemes. We would anticipate that these would generally involve junction/capacity improvements to</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
	<p>the local road network and some new pedestrian/cycle routes. We will be guided by advice from the County Council on the requirements for and nature of these improvements.</p>	
<p>Boxmoor & District Angling Society (tenants on Durrants Hill Lakes, leased by DBC) (also received from Michael Heylin)</p> <ul style="list-style-type: none"> • Timing of consultation clashes with ‘summer holidays’ which is not best practice. Interested parties unable to respond in limited time period. • Questions have been phrased to obtain positive responses. • Two Waters area has its own special character with diverse natural wildlife structures to the area, from open moors, unused land to mixed waterscapes. The Council should be seeking to protect this special environment (section 1.2). • Most traffic though Apsley is going to or from the retail parks and small industrial estates on which many small businesses start, grow and develop. These retail parks draw footfall away from the traditional shopping area of Hemel Hempstead. • In the planning context (section 1.7), there is no planning guidance for developments with proximity to waterways, rivers and canals. • The Study Area (section 1.5) includes no evidence to justify that industrial land, large retail units and significant transport infrastructure detract from the area’s character and restrict movement. Apsley retailing (and industrial units) is supported by large weekly shops or purchases of high value items, which will continue to support the use of private transport. Queuing along London Road is associated 	<p>Noted. Our Statement of Community Involvement sets out how the Council will consult on planning policy documents. Where possible we exceed these requirements with the aim of engaging and receiving resident’s views. For masterplans, we would normally consult for at least 4 weeks but this was extended to 6 weeks to account for the summer holidays.</p> <p>The Local Planning Framework (predominantly made up of the 2004 Local Plan, Core Strategy and Site Allocations DPD) seeks to identify and protect areas with special character in Dacorum. The Two Waters Master Plan provides more local guidance to these overarching policy documents. To ensure comprehensive development occurs, further site specific masterplans may be progressed to support the new Local Plan.</p> <p>Planning applications are determined against the Councils adopted parking standards (currently in Appendix 5 of the</p>	<p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5: The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for recreation and biodiversity, whilst industrial land, large retail units and significant transport infrastructure detract from <u>dominate the key gateways into the area’s, detracting attention from its</u> character and <u>restricting walking and cycling</u> movement through the car-led environment.</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>with travel to the retail parks.</p> <ul style="list-style-type: none"> • Planning decisions in recent developments have restricted off road parking allocation causing on road parking issues. Parking standards lead to on street and footpath parking. North End Farm is an example where this occurs. Durrants Hill car park is rarely busy, although public parks on street in locality. Suggestion to consider free off street parking. • Regional and local context - the Two Waters area refers to 2 distinct community areas. Original industrial areas (Apsley and Maylands) have been encroached by residential development and these do not make good places to live. Housing targets should not 'trump' good place making. • Site 2 (National Grid site) is seriously impregnated by pollutants. • The area is not made up of neighbourhoods, Two Waters, Apsley and Boxmoor are separate distinct areas. Early recognition of the differing needs of Apsley and Boxmoor may result in an improved vision for the two areas and better outcomes. • Proposed primary school site is not ideal location – next to wildlife zone and subject to regular flooding. Negatively impacts on Sunnyside Rural Trust. The site has flooded twice in the last 7 years. • Existing employment opportunities alongside railway line are there as it is unsuitable for family housing (due to noise and pollution). • Built development should not dominate existing landscapes as light pollution can affect waterscapes and open spaces, therefore damaging the environment for wildlife. • Durrants Hill Lakes to be used by 1st Apsley Scouts for water based recreation and there are plans to run water sports, angling coaching and educational courses (so value as an 	<p>2004 Local Plan). These will be updated through revised parking standards.</p> <p>DBC Development Management team consult the EA, Canal and River Trust and Hertfordshire County Council (as the Lead Local Flood Authority) as and when necessary (as prescribed by national legislation). This will include when developments are in a defined proximity to waterways, rivers and canals; within flood zones 2 or 3 or are major development with surface water drainage. Some proposals will be required to submit a drainage strategy as part of the planning application process.</p> <p>We recognise that on street parking is occurring within the area, parking restrictions can be used to alleviate commuter parking in residential areas. Car parking charges or levels of car parking provided at the stations car parks are commercially led decisions which planning has limited, if any, influence over.</p> <p>There is 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). The new Local Plan process will ultimately set the housing</p>	<p>Reference to residential neighbourhoods to be changed to residential areas on figure 12.</p> <p>Remove wording from section 4.1 (vision): The masterplan area's neighbourhoods will celebrate</p> <p>Change wording on page 48: Create gathering space that can become the <u>areas</u> neighbourhood's heart.</p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p> <p>Change wording on section 6.4, site 4: A new mixed use town centre <u>area</u> neighbourhood</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>ecological facility).</p> <ul style="list-style-type: none"> • EA confirm that the canal poses a flood risk in the area. EA flood maps not reflective of flooding on the ground. The risk of flooding on these sites is directly associated with rainfall and the amount of water falling on and stored in the chalk aquifers of the hills at Bennetts End and the maintenance of the flood relief channel to prevent flooding of London Road Apsley. The abstraction regime reduces river flows considerably (so no serious flood since 1950/51). • The flood step weir at Durrants Hill Lakes is inaccessible (located within EA's locked gates) which has resulted in a succession of floods. The weir collects excess water from the River Gade and diverts it into a flood relief channel heading towards Kings Langley lake. Thames Water has the main flood drain under the town and the Kings Langley Lake listed on its asset register but not the Durrants Hill system. The Council has failed to encourage Thames Water to take responsibility of the structure. The town drain design needs modification to avoid under capacity, with more extreme weather events forecast. • Tow paths are an asset of the Canal and River Trust. Hard surfacing of the pathways is not wanted by boaters, but surfacing is not designed for speed and volume of cyclists. • Support recognition that frequency of service can be a limiting factor to use of public buses. Education campaigns and signing on rear of buses can aid bus timetables/ frequency through reduced wait times to re-join traffic flows. • Increasing the capacity at the stations for parking will reduce commuter parking in Boxmoor and Corner Hall. This limits opportunity public can make to visit the moor. • If the Council invest in the public realm, this will encourage 	<p>target for Dacorum up until 2036.</p> <p>We recognise that site 2 has contamination issues which will need to be resolved.</p> <p>A decision on the future use of the nursery site will be made at a later stage following the outcome of DBC and HCC's discussions regarding new school places. Any development coming forward would need to go through the appropriate assessments and consultations during the planning process. DBC and HCC will undertake further assessments and feasibility studies regarding the educational provision. The Masterplan allows for flexibility on this.</p> <p>If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses (such as the Environment Agency) before determining any application. The Council plans to produce a Strategic Flood Risk Assessment to support the emerging new Local Plan. Concerns over the accuracy of the EA's flood mapping have been brought to the attention of the EA by DBC.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>business people to make the necessary investments in service provision. DBC spend on capital structures, but do not hold the revenue to maintain these structures. This will affect landowners and leaseholders willingness for such structures on their land – as the responsibility for and maintenance of the structures should be provided by DBC.</p> <ul style="list-style-type: none"> • The land to the east of Two Waters Road and north of London Road holds one of the last remaining areas of wet woodland in Hertfordshire. No doubt it could be visually improved but it would then cease to be wet woodland, provide the habitats which are in existence and feed the surrounding area with wildlife. Successive inspections and surveys by conservationists, Herts & Middlesex Wild Life Trust and the council’s own contractors have highlighted the importance of this ecological feature. 	<p>Concerns can be raised directly with the EA as well, to understand if further work can be undertaken to improve its accuracy.</p> <p>The environmental impact of new exterior lighting will often be a material planning consideration for planning applications. Appendix 8 of the 2004 Local Plan details these key considerations. Other interested parties are able to raise their concerns over as light pollution and its effect on wildlife in waterscapes and open spaces as part of any planning application.</p> <p>EA are trying to establish ownership of the flood step weir at Durrants Hill Lakes.</p> <p>The Council has committed to investments in the public realm in Hemel Hempstead, examples include the Watergardens, Maylands Avenue, Phoenix Gateway sculpture at Maylands, the Old Town and improvements to the Marlowes pedestrian shopping area. S106 and CIL can be used for public realm improvements. Such regeneration projects require supportive landowners and an overarching plan for change.</p> <p>Planning permission has been granted for part of site 3 which sets a precedent for further development in that area.</p>	

Appendix C: Copy of the Questionnaire



Two Waters Masterplan (6 July to 16 August 2017)

We want to hear your views about the draft Two Waters Masterplan Guidance. All questions should be answered with reference to the Draft Two Waters Masterplan Guidance which has been prepared taking in to account comments from two previous rounds of public and stakeholder consultations and workshops undertaken in November 2016 and January 2017 as well as one to one meetings with key stakeholders. Further details of these consultations are available at www.dacorum.gov.uk/regeneration

Q1 Do you support the 'vision' for Two Waters set out in section 4.1?

- Yes
 No
 No Opinion

Q1a If you selected 'no' to Q1 please tell us why you do not support the 'vision' for Two Waters set out in Section 4.1.

Objectives

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles. They have been refined from early iterations to reflect development of the masterplan.

Q2 Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?

- Yes
 No
 No Opinion

Q2a If you selected 'no' to Q2 please tell us why you do not support the objectives for the Two Waters Masterplan set out in section 4.2.

Overarching Guidance

The Overarching Guidance underpins the Vision and Objectives for the whole masterplan area. The masterplan comprises 3 main strategies:

- Built Environment
- Transport and Movement
- Open Space and Sustainability

It aims to embrace the opportunities available within the area and produce cohesive development schemes in the short and long term. The guidance ensures that a range of development forms can be accommodated. This overarching guidance applies to any development coming forward in the study area.

Built Environment Overarching Guidance

The overarching ambition of the built environment strategy is to 'ensure new development is attractive, well connected, planned and complements the character, design, mix of uses and scale of existing development in the local area'.

Q3 Do you support the Overarching Guidance principles for the 'Built Environment set out in section 5.10?

- Yes
 No
 No opinion

Q3a If you selected 'no' to Q3 please tell us why you do not support the Overarching Guidance principles for the 'Built Environment set out in section 5.1.

Transport and Movement

The Overarching transport and movement strategy aims to promote a step change in travel, encouraging more active and sustainable travel while decreasing car use and traffic congestion.

Q4 Do you support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2?

- Yes
 No
 No opinion

Q4a If you selected 'no' to Q4 please tell us why you do not support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2.

Open Space and Sustainability

The overarching open space and sustainability strategy aims to 'Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk'

Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?

- Yes
 No
 No opinion

Q5a If you selected 'no' to Q5 please tell us why you do not support the overarching guidance principles for 'Open Space and Sustainability' set out in section 5.3.

Development Sites Guidance

Four Key Development Sites have been identified within the Two Waters Masterplan Guidance. These specific locations will be the focus of development on Two Waters and deliver transformational and significant interventions to achieve the Masterplan Vision and Objectives. In order to guide future development, the Masterplan Guidance sets out;

- Key proposals
- Design Guidance
- Development Requirements

for each set of Development Sites.

These need to be read in conjunction with the Overarching Guidance which would also be applicable.

Q6 Site 1
Do you support the development site guidance for Site 1 set out in section 6.1?

- Yes
 No
 No opinion

Q6a If you selected 'no' to Q6 please tell us why you do not support the development site guidance for Site 1 set out in section 6.1.

Q7 Site 2
Do you support the development site guidance for Site 2 set out in section 6.2?

- Yes
 No
 No opinion

Q7a If you selected 'no' to Q7 please tell us why you do not support the development site guidance for Site 2 set out in section 6.2.

Q8 Site 3
Do you support the development site guidance for Site 3 set out in section 6.3?

- Yes
- No
- No opinion

Q8a If you selected 'no' to Q8 please tell us why you do not support the development guidance for Site 3 set out in section 6.3?

Q9 Site 4
Do you support the development site guidance for Site 4 set out in section 6.4?

- Yes
- No
- No opinion

Q9a If you selected 'no' to Q9 please tell us why you do not support the development guidance for Site 4 set out in section 6.4

Q10 Do you support the approach to 'Next Steps' outlined in sections 7.1- 7.5?

- Yes
- No
- No opinion

Q10a If you selected 'no' to Q10 please tell us why you do not support the approach to 'Next Steps' outlined in sections 7.1-7.5.

Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?

- Yes (If 'yes' please specify)
- No

Q11a Comments

Contact Details

PLEASE READ - Important information about your personal details.

This survey is conducted using Snap Surveys. Please note that your comments only will be available for public inspection and therefore cannot be treated as confidential, however comments will be summarised and not linked to a particular individual. If you are representing an organisation your comments may be linked to your organisation and contact details of your organisation will also be available for public inspection. Your comments will be anonymised and shared with consultants BDP who are preparing the Two Waters Masterplan Guidance for the purposes of informing the content of the document.

All data will be processed in accordance with the Data Protection Act of 1998.

Q12 If you wish to be informed on future work with the Two Waters Masterplan Guidance document and when it is adopted by Full Council, please indicate below and leave your contact details.

These details will be held by Dacorum Borough Council. Unfortunately we will not be able to respond to individual comments.

- I wish to be contacted on future correspondence
 I do not wish to be contacted

Q13 Name
Organisation (if any)
Email
Address

Additional Information

If you are happy to do so, please provide us with additional information so that we know that we are reaching everyone.

Q14 What is your age group (in years)

- Under 16
 16-19
 20-29
 30-39
 40-59
 60 and over

Q15 Are you completing this survey as...? (Please select one option only. If more than one option applies please select the one that you feel is most appropriate)

- A resident of the Borough
 A visitor to the Borough
 Local business
 Landowner
 Local Councillor
 National Interest group
 Local Interest group
 Local/National government organisation
 Town/Parish Council
 Developer/house builder
 Planning agent/consultant
 Dacorum Borough Council member of staff
 Other

Please Specify

Q16 Do you consider yourself to have a disability under the Equality Act definition?

- Yes
 No
 Prefer not to say

Thank you for your time in completing this questionnaire.

Following this consultation, comments received will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet and Full Council for approval at the end of 2017.

Appendix 7:

Publicity for Round 3 Consultation.

Appendix 7 – Publicity for Round 3 Consultation

Consultation Letter and Email

Invitations to the public and stakeholder consultation were circulated to a large database of contacts by email and post. The database included recognised stakeholders and statutory consultees such as highways, environmental groups, utility providers, disability groups, health providers and disability groups, along with emergency and education services. Members and Steering Group members were also included together with all those who have participated in previous workshops and rounds of consultation. The DBC Online Consultation Panel was also included.

Date: 3 July 2017
Your Ref: TWCONG3
Our Ref: TWCONG3
Contact: Nathalie Bateman
Email: regeneration@dacorum.gov.uk
Directline: 01442 228000 - REGENERATION



The Forum
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1DN

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

Dear Sir/Madam

Draft Two Waters Masterplan Guidance Consultation

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

The guidance 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.

You are invited to respond to the consultation at www.dacorum.gov.uk/consultation. Paper copies of the document can also be viewed at The Forum, Marlowes, Hemel Hempstead, HP1 1DN, The Civic Centre, 161 High Street, Berkhamsted, HP4 3HD, Victoria Hall, Akeman Street, Tring, HP23 6AA and at the library at The Forum.

The consultation will be open from Thursday 6th July 2017 to midnight Wednesday 16th August 2017. Responses received after this date will not be considered.

The Masterplan Guidance will initially be developed as a planning statement to help guide planning applications, and then be adopted as a Supplementary Planning Document (SPD), as part of the review of the new Dacorum Local Plan, expected around 2019.



100% recycled paper

Two previous rounds of consultation held in November 2016 and January 2017 have helped to shape this document.

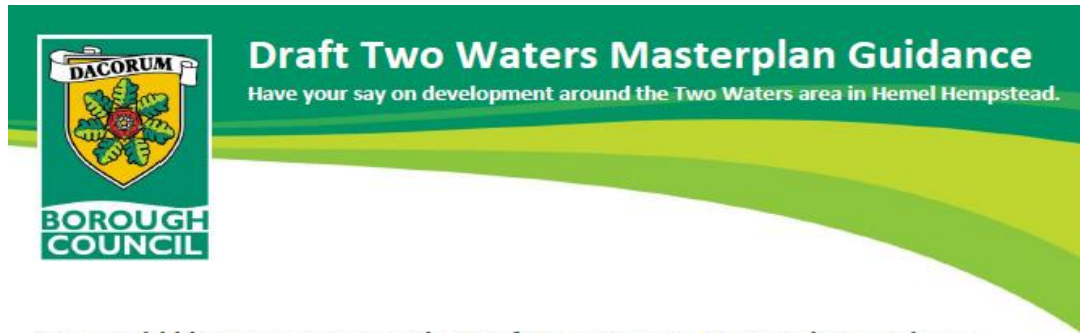
Following the consultation, comments received will be considered and incorporated where appropriate. The final Masterplan Guidance is expected to be adopted by Full Council in November 2017.

Yours sincerely

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

Poster

Posters displayed at community centres, local shops and notice boards within the Masterplan area.



We would like your views on the Draft Two Waters Masterplan Guidance

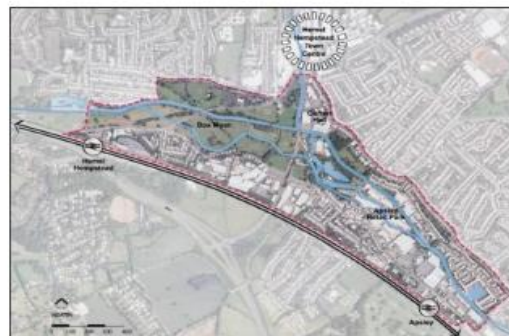
Comments can be made online at www.dacorum.gov.uk/consultation

Paper copies can also be viewed at:

- The Forum, Marlowes, Hemel Hempstead
- Civic Centre, 161 High Street, Berkhamsted
- Victoria Hall, Akeman Street, Tring

Dacorum Borough Council is preparing Masterplan Guidance for the Two Waters area and invites you to respond to the consultation on the draft document at www.dacorum.gov.uk/consultation

The consultation will close at midnight on Wednesday 16 August 2017.



The guidance 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.

The draft Masterplan Guidance was approved by Cabinet in June 2017 for consultation. It is anticipated that the final Masterplan Guidance will be adopted by Full Council at the end of 2017.

For more information visit www.dacorum.gov.uk/regeneration
Email regeneration@dacorum.gov.uk
Call 01442 228000 and ask for Regeneration

BDP.

Press Advert

Published in Hemel Hempstead Gazette on Wednesday 5th July 2017.



Planning and Compulsory Purchase Act 2004

NOTICE OF CONSULTATION ON THE DRAFT TWO WATERS MASTERPLAN GUIDANCE

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

The guidance 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. This Masterplan Guidance will initially be developed as a planning statement to help guide planning applications, and then be adopted as a Supplementary Planning Document (SPD), as part of the review of the new Dacorum Local Plan, expected around 2019.

Two previous rounds of consultation in November 2016 and January 2017 have helped shaped this document.

You are invited to respond to consultation on the Draft Two Waters Masterplan Guidance at www.dacorum.gov.uk/consultation

Paper copies of the document can also be viewed at:

Civic Centres	Berkhamsted 161 High Street, HP4 3HD	Hemel Hempstead The Forum, HP1 1DN	Tring Victoria Hall, HP23 6AA
Monday	9am-12.30pm & 1.30pm-5pm	8.45 am - 5.15 pm	9am-12.30pm & 1.30pm-5pm
Tuesday	9.30am- 2pm	8.45 am - 5.15 pm	Closed
Wednesday	Closed	8.45 am - 5.15 pm	9.30pm-2pm
Thursday	9.30am-2pm	8.45 am - 5.15 pm	Closed
Friday	9.30am-2pm	8.45 am - 4.45 pm	9.30pm-2pm

The consultation will be open from **Thursday 6 July 2017 to midnight Wednesday 16 August 2017**.

Following the consultation, comments received will be considered and incorporated where appropriate. The final Masterplan Guidance is expected to be adopted by Full Council in November 2017.

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

Press Release

Help shape the future of Two Waters

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

The guidance 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's hoped that this Masterplan will initially be developed as a less formal planning statement to help guide planning applications, and then be adopted as a Supplementary Planning Document (SPD), as part of the review of the new Dacorum Local Plan, expected around 2019.

We've already held two rounds of consultation. The findings from these consultations have been used to create the draft Two Waters Masterplan Guidance.

The draft Masterplan Guidance was approved by Cabinet on 27 June and the Council now wants to hear residents' views. Responses will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet for approval in October/November this year.

Residents can read the supporting documents and complete the survey at www.dacorum.gov.uk/consultation.

Paper copies of the consultation documents are available at the Borough Council's offices in Berkhamsted, Hemel Hempstead and Tring during normal opening hours.

This consultation closes midnight on Wednesday, 16 August.

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 have now taken this work a step further to create the draft Two Waters Masterplan Guidance to help guide key development sites within the site area and establish development principles for the wider area. We would like to invite all interested members of the public and stakeholders to comment on the draft Two Waters Masterplan Guidance which will help shape and refine the guidance."

Notes to the Editor

This consultation can be viewed online at www.dacorum.gov.uk/consultation from Thursday, 6 July 2017 to Wednesday, 16 August 2017.

Paper copies of the document can also be viewed at:

- The Forum, Marlowes, Hemel Hempstead, HP1 1DN
- The Civic Centre, 161 High Street, Berkhamsted, HP4 3HD
- Victoria Hall, Akeman Street, Tring, HP23 6AA

Town Centre Big Screen



Draft Two Waters Masterplan Guidance

We want your views on our Masterplan for Two Waters the area between Apsley station, the Plough (Magic) Roundabout and Hemel Hempstead station.

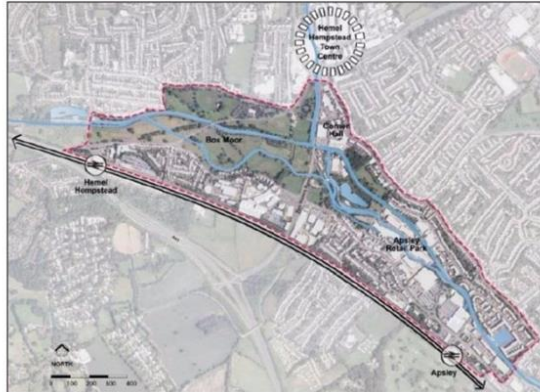
Our consultation will run until midnight on 16 August 2017

**For more information and to have your say please visit
www.dacorum.gov.uk/consultation**

Paper copies can also be viewed at:
The Forum, Marlowes, Hemel Hempstead
Civic Centre, 161 High Street, Berkhamsted
Victoria Hall, Akeman Street, Tring

Business Ambassadors

Business Ambassadors Weekly Update



Two Waters Masterplan Consultation

Dacorum Borough Council is preparing Masterplan Guidance for the Two Waters area and invites you to respond to the consultation on the draft document.

The draft Masterplan Guidance was approved, for public consultation, by Cabinet in June 2017 and is now available for consultation until midnight on **16 August 2017**.

To leave your comments, please follow the link below.

Thanks and best wishes.

Housing Groups

You Retweeted



Dacorum Council @DacorumBC · Aug 7

Have you say on our Two Waters Masterplan by following the link.

goo.gl/1yX7w5



Dacorum Digital Digest

Help shape the future of Two Waters

Dacorum Borough Council is preparing a Masterplan Guidance for the Two Waters area and invites you to respond to the consultation on the draft document at www.dacorum.gov.uk/consultation. **The consultation will run from Thursday 6 July to Wednesday 16 August 2017.**

The guidance 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.

The draft Masterplan Guidance was approved by Cabinet in June 2017 for consultation. It is anticipated that the final Masterplan Guidance will be adopted by Full Council at the end of 2017.

Social Media

Information and reminders were posted on social media site during the course of the consultation.

 **Dacorum Borough Council**  6 July · 

We want your views on our Masterplan for Two Waters, the area between Apsley Station, the Plough (Magic) Roundabout and Hemel Hempstead Station. Our consultation is open from today until midnight 16 August.

The guidance 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.

Follow the link for more information and to have your say
<https://goo.gl/1yX7w5>



    24

39 Comments 43 Shares

Press Cuttings

Hemel Today
Brought to you by The Gazette

News Transport Crime Education Business Politics Environment

Last chance to have say on proposed Two Waters scheme



A map of the proposed Two Waters area



By: **JAMES AVERILL**
Email

Published: 17:14
Tuesday 11 July 2017

Residents are being given a one final say on shaping the development of the Two Waters scheme.

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

The guidance 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.

It's hoped that the Masterplan will initially be developed as a less formal planning statement to help guide planning applications, and then be adopted as a Supplementary Planning Document (SPD), as part of the review of the new Dacorum Local Plan, which is expected in around 2019.

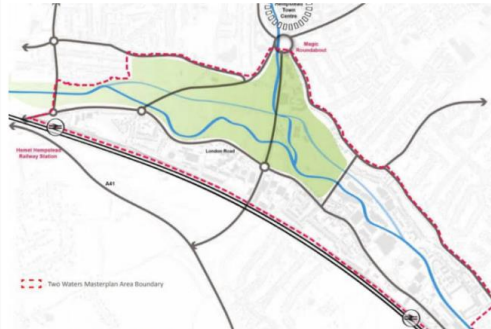
The council has already held two rounds of consultation, and the findings have been used to create the draft Two Waters Masterplan Guidance.

The draft Masterplan Guidance was approved by DBC's cabinet on June 27 and the council now wants to hear residents' views. The consultation closes midnight on Wednesday, August 16.

Responses will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet for approval in October or November this year.

Copy

Campaigners call for Two Waters Masterplan to tackle excessive development and gridlock



The area that the Two Waters Masterplan covers



By
JAMES AVERILL
Email

Published: 17:24
Wednesday 09 August 2017



Campaigners are urging council chiefs to take a tough stance against 'overdevelopment' in a town centre masterplan – fearing it could create gridlock if residents don't speak up.

Copy

The Protecting Hemel group is calling on people in the town to respond to Dacorum Borough Council's consultation on the Two Waters Masterplan, which will set the vision for the future of the area on land between the rail stations at Hemel Hempstead and Apsley, and the town centre.

Residents only have until Wednesday (August 16) to submit their views on the plan.

While acknowledging the need for more houses, the group fears that if the area is overdeveloped it could exacerbate current congestion woes.

Claire Collacott, a resident who is part of Protecting Hemel, said: "Anyone who cares about the future of our town needs to make sure they respond to the consultation so their voice is heard.

"Without a strong resident voice, we fear an inadequate plan that will leave the door open for overdevelopment that can never then be undone.

"We know from a survey we did last year that most local people do not want tall buildings in the area. The survey also showed that the London Road area is already bad for both congestion and pollution.

"We need a strong local plan, reflecting the wishes of local residents. The best way of doing this is by getting as many people to respond to the consultation and send a powerful message."

The Masterplan does not yet state what kind of housing could be built, though it does say the area would be "better suited to a mix of apartment-led development with a number of houses."

The council sees the Two Waters area as a key 'strategic location' to deliver the 756 new homes required each year up until 2036.

The Masterplan has already acknowledged some local opposition to high-rise buildings, and also states that the roads in the Two Waters area, including the Magic Roundabout, could come under 'severe pressure' by 2031.

Councillor Graham Sutton, cabinet member for planning and regeneration, said he welcomed any comments and input on both issues, and that they would help shape the final plan – which could come into force in 2019.

He said: "Once an authority gives people the opportunity to take part I believe people should take the chance to have their voice heard.

"We take all consultations very seriously and suggestions are always taken into consideration. We will make sure what we do is right for the town and right for residents."

People can respond to the consultation on the council website, or in person at The Forum, in Marlowes.

Members Group

Dear Members,

'DRAFT TWO WATERS MASTERPLAN GUIDANCE' CONSULTATION WITH RESIDENTS AND STAKEHOLDERS

Following approval at Cabinet on 27 June 2017, the Draft Two Waters Masterplan Guidance will be available for public and stakeholder consultation from **Thursday 6th July to Wednesday 16th August 2017** at www.dacorum.gov.uk/consultation. Paper copies of the questionnaire can be downloaded from the website, obtained at The Forum or by emailing regeneration@dacorum.gov.uk.

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 which will be used as material consideration for decisions on planning applications, and will then be adopted as a Supplementary Planning Document (SPD) as part of the review of the new Dacorum Local Plan around 2019.

Following the consultation, comments received will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance is expected to be presented to Cabinet and Full Council for adoption in October/November this year.

Two earlier rounds of public and stakeholder consultation held in November 2016 and January 2017 helped to shape this draft Masterplan Guidance. Please help us to publicise this consultation as widely as possible by circulating through your networks and newsletters. I have attached a copy of the poster for this purpose.

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

Paper copies of documents and Questionnaire

Deposited at

- The Forum, Marlowes, Hemel Hempstead
- Hemel Hempstead Library
- Berkhamsted Civic Centre
- Victoria Hall, Tring



Two Waters Masterplan (6 July to 16 August 2017)

We want to hear your views about the draft Two Waters Masterplan Guidance. All questions should be answered with reference to the Draft Two Waters Masterplan Guidance which has been prepared taking in to account comments from two previous rounds of public and stakeholder consultations and workshops undertaken in November 2016 and January 2017 as well as one to one meetings with key stakeholders. Further details of these consultations are available at www.dacorum.gov.uk/regeneration

Q1 Do you support the 'vision' for Two Waters set out in section 4.1?

- Yes
- No
- No Opinion

Q1a If you selected 'no' to Q1 please tell us why you do not support the 'vision' for Two Waters set out in Section 4.1.

Objectives

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles. They have been refined from early iterations to reflect development of the masterplan.

Q2 Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?

- Yes
- No
- No Opinion

Q2a If you selected 'no' to Q2 please tell us why you do not support the objectives for the Two Waters Masterplan set out in section 4.2.

Overarching Guidance

The Overarching Guidance underpins the Vision and Objectives for the whole masterplan area. The masterplan comprises 3 main strategies:

- Built Environment
- Transport and Movement
- Open Space and Sustainability

It aims to embrace the opportunities available within the area and produce cohesive development schemes in the short and long term. The guidance ensures that a range of development forms can be accommodated. This overarching guidance applies to any development coming forward in the study area.

Built Environment Overarching Guidance

The overarching ambition of the built environment strategy is to **'ensure new development is attractive, well connected, planned and complements the character, design, mix of uses and scale of existing development in the local area'**.

Q3 Do you support the Overarching Guidance principles for the 'Built Environment set out in section 5.10?

- Yes
- No
- No opinion

Q3a If you selected 'no' to Q3 please tell us why you do not support the Overarching Guidance principles for the 'Built Environment set out in section 5.1.

Transport and Movement

The Overarching transport and movement strategy aims to **promote a step change in travel, encouraging more active and sustainable travel while decreasing car use and traffic congestion.**

Q4 Do you support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2?

- Yes
- No
- No opinion

Q4a If you selected 'no' to Q4 please tell us why you do not support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2.

Open Space and Sustainability

The overarching open space and sustainability strategy aims to **'Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk'**

Q5 **Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?**

- Yes
- No
- No opinion

Q5a **If you selected 'no' to Q5 please tell us why you do not support the overarching guidance principles for 'Open Space and Sustainability' set out in section 5.3.**

Development Sites Guidance

Four Key Development Sites have been identified within the Two Waters Masterplan Guidance. These specific locations will be the focus of development on Two Waters and deliver transformational and significant interventions to achieve the Masterplan Vision and Objectives. In order to guide future development, the Masterplan Guidance sets out;

- Key proposals
- Design Guidance
- Development Requirements

for each set of Development Sites.

These need to be read in conjunction with the Overarching Guidance which would also be applicable.

Q6 Site 1
Do you support the development site guidance for Site 1 set out in section 6.1?

- Yes
 No
 No opinion

Q6a **If you selected 'no' to Q6 please tell us why you do not support the development site guidance for Site 1 set out in section 6.1.**

Q7 Site 2
Do you support the development site guidance for Site 2 set out in section 6.2?

- Yes
 No
 No opinion

Q7a **If you selected 'no' to Q7 please tell us why you do not support the development site guidance for Site 2 set out in section 6.2.**

Q8 Site 3
Do you support the development site guidance for Site 3 set out in section 6.3?

- Yes
- No
- No opinion

Q8a If you selected 'no' to Q8 please tell us why you do not support the development guidance for Site 3 set out in section 6.3?

Q9 Site 4
Do you support the development site guidance for Site 4 set out in section 6.4?

- Yes
- No
- No opinion

Q9a If you selected 'no' to Q9 please tell us why you do not support the development guidance for Site 4 set out in section 6.4

Q10 Do you support the approach to 'Next Steps' outlined in sections 7.1- 7.5?

- Yes
- No
- No opinion

Q10a If you selected 'no' to Q10 please tell us why you do not support the approach to 'Next Steps' outlined in sections 7.1-7.5.

Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?

- Yes (If 'yes' please specify)
- No

Q11a Comments

Contact Details

PLEASE READ - Important information about your personal details.

This survey is conducted using Snap Surveys. Please note that your comments only will be available for public inspection and therefore cannot be treated as confidential, however comments will be summarised and not linked to a particular individual. If you are representing an organisation your comments may be linked to your organisation and contact details of your organisation will also be available for public inspection. Your comments will be anonymised and shared with consultants BDP who are preparing the Two Waters Masterplan Guidance for the purposes of informing the content of the document.

All data will be processed in accordance with the Data Protection Act of 1998.

Q12 If you wish to be informed on future work with the Two Waters Masterplan Guidance document and when it is adopted by Full Council, please indicate below and leave your contact details.

These details will be held by Dacorum Borough Council. Unfortunately we will not be able to respond to individual comments.

- I wish to be contacted on future correspondence
 I do not wish to be contacted

Q13

Name	<input type="text"/>
Organisation (if any)	<input type="text"/>
Email	<input type="text"/>
Address	<input type="text"/>

Additional Information

If you are happy to do so, please provide us with additional information so that we know that we are reaching everyone.

Q14 What is your age group (in years)

- Under 16
 16-19
 20-29
 30-39
 40-59
 60 and over

Q15 **Are you completing this survey as...? (Please select one option only. If more than one option applies please select the one that you feel is most appropriate)**

- A resident of the Borough
- A visitor to the Borough
- Local business
- Landowner
- Local Councillor
- National interest group
- Local interest group
- Local/National government organisation
- Town/Parish Council
- Developer/house builder
- Planning agent/consultant
- Dacorum Borough Council member of staff
- Other

Please Specify

Q16 **Do you consider yourself to have a disability under the Equality Act definition?**

- Yes
- No
- Prefer not to say

Thank you for your time in completing this questionnaire.

Following this consultation, comments received will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet and Full Council for approval at the end of 2017.

Appendix 8:

Consultation Report Round 3 Consultation July – August 17 (September 2017 version submitted to Strategic Planning and Environment Overview and Scrutiny Committee, October 2017)

**Two Waters Masterplan Guidance Public and Stakeholder Consultation 3
(July – August 2017)
Consultation Report**

September 2017



BDP.

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Executive Summary

- Dacorum Borough Council (DBC) has commissioned BDP to build on the Two Waters Strategic Framework (November 2015) and prepare the Two Waters Masterplan Guidance report. This Consultation Report presents an overview of the findings from the third Two Waters Consultation that was run from 6th July to 16th August 2017.
- Two previous rounds of consultation and several stakeholder discussions were held which informed the draft Two Waters Masterplan Guidance document. These included:
 - Discussions with local stakeholders, 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;
 - A questionnaire covering the key topics from the consultation boards available at the above drop-in events and online from 4th November to 18th November, allowing public to provide comments on proposals; and
 - Public and stakeholder workshops held on 26th January 2017.
- Following this third round of consultation DBC analysed 293 questionnaire responses and public and stakeholder comments received via email and letters. A large number of responses were focussed on:

- Heights and density of development and the character of the area;
 - The future of Sunnyside Rural Trust;
 - Open Space
 - Transport issues in the area;
- A large number of respondents, whilst being supporting of the Masterplan Guidance in general, objected exclusively due to their concern regarding the future of **Sunnyside Rural Trust**.
- It was explained in the masterplan guidance that a site needed to be considered for a primary school and as a result it would also consider other uses including its existing use by Sunnyside Rural Trust. DBC will be working with HCC Education Officers to identify other opportunities to support primary school needs. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.
- Key messages and DBC's responses are outlined in the table below and in further detail in Sections 4 and 5 of this report.

Key message	DBC Response
<p>Over half of all respondents to the questionnaire and many of the stakeholder respondents were supportive of the principles for 'Open Space and Sustainability' with a further 22% of questionnaire respondents objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. Two Waters is an area rich in its open space assets. The vision, objectives and guidance principles of the Two Waters Masterplan aims to protect and better utilise these assets. As a result of feedback from this consultation, principles around this theme, including mitigation of pollution have been strengthened.</p>
<p>Nearly half of the questionnaire respondents and a majority of the stakeholders who provided responses in this area were supportive or broadly agreed with the Transport and Movement Overarching Guidance. A further 11% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. A core vision of the Two Waters Masterplan Guidance is for sustainable development around the transport hubs and to improve sustainable transport and accessibility in the area. This is in keeping with National Policy. As a result of feedback from this consultation some amendments have been made to strengthen this area.</p>
<p>One third of questionnaire respondents and a majority of the stakeholders who responded were supportive of the vision for Two Waters. A further 20% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the vision.</p>
<p>Over 36% of questionnaire respondents and a majority of stakeholders were supportive of the objectives for the Two Waters Masterplan Guidance. A further 21% of questionnaire respondents did not support the objectives only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the objectives.</p>
<p>Nearly one third of questionnaire respondents were supportive of the guidance principles for the Built Environment. A further 17% of questionnaire respondents did not support the objectives only</p>	<p>DBC acknowledges the support from respondents in this area. The guidance balances the varying priorities that need to be taken in to consideration in implementing the built environment strategy for Two</p>

Key message	DBC Response
due to their uncertainty regarding the future of Sunnyside Rural Trust.	Waters. As a result of feedback from this consultation some amendments have been made to strengthen this area of the guidance.
In general approximately one quarter of respondents were supportive of the guidance principles for Sites 1 – 4 with further significant percentages (7% - 20%) objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust. Only Site 1 had over 50% of questionnaire respondents objecting to development, primarily opposing high scale development.	DBC acknowledges the support from respondents on guidance for development . Concerns raised have been responded to below and in Section 5 and Appendices A and B below. As a result of feedback from this consultation some amendments have been made to strengthen this area of the guidance. See Appendix A for proposed changes to the Masterplan Guidance.
Out of those who objected, there was opposition to higher scale and density , particularly on Site 1	<p>DBC acknowledges the concerns raised. The Masterplan Guidance has been prepared through the careful consideration of a number of factors.</p> <p>Two Waters area is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Due to its location, development will come forward in this area through the market even if there is no specific masterplan. The masterplan guidance sets out a level of development that can be accommodated within the area. In addition, to minimise the impact on the wider countryside, we need to consider and take forward housing proposals within town boundaries and higher densities around transport nodes such as Hemel Hempstead railway station.</p> <p>Further modifications will be made to the Masterplan Guidance following this round of consultation including strengthening the overarching and site specific guidelines on scale and design.</p>
A large number of respondents expressed concern about the future of Sunnyside Rural Trust .	DBC acknowledges the concerns raised. It was explained in the masterplan guidance that a site needed to be considered for a primary school and as a result it would also consider other uses including its existing use by Sunnyside Rural Trust. DBC will be working with HCC

Key message	DBC Response
	<p>Education Officers to identify other opportunities to support primary school needs. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.</p>
<p>There was some concern regarding a tall landmark building at the Plough Roundabout</p>	<p>DBC acknowledges the concerns raised. Taller buildings are an important part of an urban streetscape . Tall buildings are considered appropriate in this location given that it is the town centre gateway and adjacent to existing taller buildings. All development coming forward including taller buildings would need to adhere to statutory requirements. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p>
<p>There was some concern that development around the moors and Boxmoor may detract from the natural assets and character of the area.</p>	<p>DBC acknowledges the concerns raised. Guidelines have been included to protect the moors and minimise the impact of any new development on the character of the area. As a result of this consultation, the guidance in this area has been strengthened.</p>
<p>Of those who objected, there was concern that the scale of development will exacerbate existing transport and parking issues and scepticism regarding proposed modal shift towards sustainable transport alternatives to reduce car use.</p>	<p>DBC acknowledges the concerns raised. As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle issues. As and when sites come forward for development, further assessments and mitigating measures will be required through the planning application process.</p> <p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car</p>

Key message	DBC Response
<p>There was some concern about the provision of sufficient infrastructure to support additional residential development.</p>	<p>use and encouraging more sustainable modes of transport. See Section 5 for detailed response.</p> <p>DBC acknowledges the concerns raised. Infrastructure improvements have been identified where appropriate to the scope of the masterplan and will be expected to be delivered through CIL and other contributions/funding received, as and when development comes forward. DBC has a dedicated team who will continue to work with other departments and infrastructure providers to facilitate delivery of required infrastructure.</p>

- The sections below analyse and detail the responses received and provide DBC's responses to key themes that emerged as well as to a summary of comments received.
- Changes will be made to the draft Two Waters Masterplan Guidance report as a result of this consultation. Details of the changes are outlined in Appendix A.
- The final Two Waters Masterplan Guidance is expected to be submitted to Full Council at the end of 2017/early 2018 with the recommendation for adoption.

1. Introduction

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

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 will also inform emerging planning policy including the content of Dacorum's new Local Plan. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

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 (July, 2016), this Consultation Report provides an overview of the third round of consultation – consultation on the draft Two Waters Masterplan Guidance document from 6th July – 16th August 2017.

2. Previous Consultations

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). Three rounds of public and stakeholder consultation as well as focussed discussions with key stakeholders, landowners and developers have specifically informed the development of the Two Waters Masterplan Guidance.

Details of previous rounds of consultation can be found on our website at www.dacorum.gov.uk/regeneration.

3. Draft Masterplan Guidance Consultation Overview

Public consultation on the draft Two Waters Masterplan Guidance was carried out from Thursday 6th July until Wednesday 16th August 2017.

The consultation was publicised in the local newspaper, through posters on local notice boards, posters at local businesses in Apsley/Boxmoor who agreed to display them, digital posters on the screens in Hemel Hempstead town centre and The Forum, Digital Digest, newsletters and regularly throughout the consultation period through social media.

Emails or letters were also sent inviting all who had participated or responded to previous rounds of the Two Waters Masterplan Guidance consultation, stakeholders, statutory consultees and local businesses, to respond. In addition, emails/letters were also sent out to all those who had previously expressed an interest in participating in Strategic Planning and Regeneration consultations and had registered on the database.

Details of the consultation were also emailed to DBC's Online Consultation panel.

An online questionnaire was available throughout the consultation period on the Dacorum Borough Council website along with all relevant background documents. Paper copies of the questionnaire and documents were also available at DBC's deposit points in Hemel Hempstead, Tring and Berkhamsted at the libraries and Civic Centres.

DBC received 293 questionnaire and email responses from the public. Further correspondence in letter and email format was also received from Buckinghamshire County Council, Campaign to Protect Rural England, The Chiltern Society, Chilterns Conservation Board, Countryside Access Officer (DBC), Environment Agency, Hertfordshire County Council, Hertfordshire Police, Historic England, Lumiere Developments, National Grid, Natural England, Network Rail, St William Homes, Thames Water, The Box Moor Trust and Boxmoor District Angling Society.

4. Questionnaire Findings

This section contains the main findings from the questionnaire. The questionnaire findings are broadly divided into two areas:

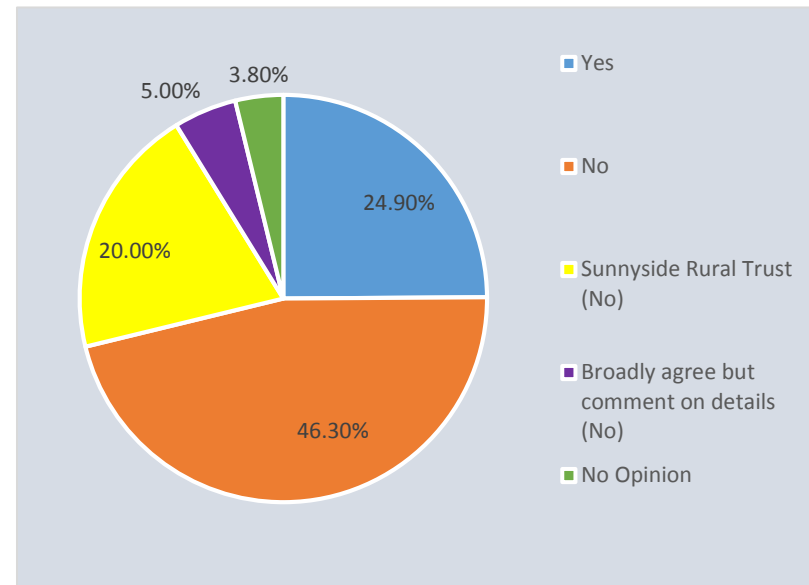
- Quantitative analysis of the results.
- Qualitative analysis of the comments and DBC responses.

293 people submitted their views via the questionnaire. We received a further three responses by email/letter from members of the public and 20 from stakeholders. Section 4 is based on comments received to the questionnaire. All responses have been included in the analysis in Section 5. Appendices A and B summarise comments received from public and stakeholders via the questionnaire and/or letters/emails.

Whilst a large proportion of respondents appeared to object to the Masterplanning Guidance, analysis of the results show that a significant number of the respondents who did not agree with all sections of the Masterplanning Guidance disagreed primarily due to their concerns regarding the future of Sunnyside Rural Trust, with some providing comments supporting the rest of the content of the document. The Council is committed to working with Sunnyside Rural Trust to ensure that this provision is not lost and as such where this is the only objection noted, this objection is shown as a separate percentage.

Furthermore, a percentage of respondents whilst selecting 'no' have provided comments that they broadly agree but have selected 'no' in order to comment on the detail of the proposals. Hence once more where the comments broadly agree, they have been identified as a separate percentage.

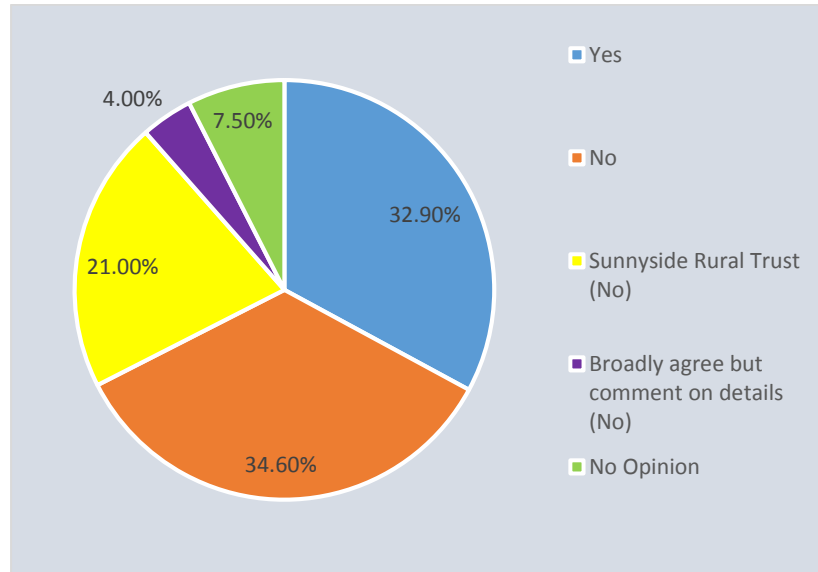
Question 1. Do you support the 'vision' for Two Waters set out in section 4.1?



24.9% of respondents agreed with the vision for Two Waters and a further 5% broadly agreed but wished to comment on the detail. A further 20% indicated uncertainty over the future of Sunnyside Rural Trust as their reason for objection. 46.3% of respondents did not agree with the vision for Two Waters.

Those who disagreed commented on developments being visually intrusive and generating extra traffic. A number of respondents queried the need for mixed-use developments around the station.

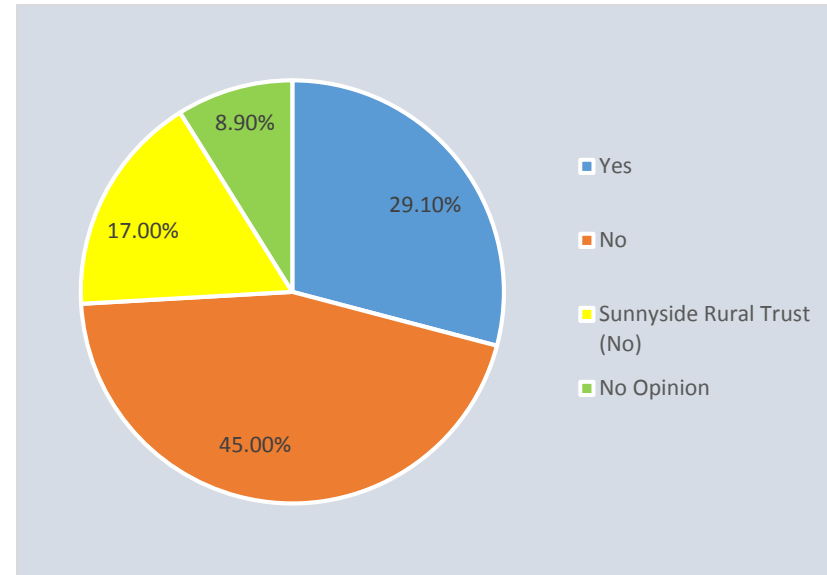
Question 2. Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?



32.9% of respondents agreed with the objectives for Two Waters whilst a further 4% broadly agreed and wanted to comment on the detail. A further 21% of respondents who disagreed stated the future of Sunnyside Rural Trust as the reason for not agreeing. 34.6% of respondents did not agree with the objectives for the Two Waters Masterplan.

Concerns raised mainly centred on protecting the existing character and protecting green spaces and existing traffic congestion levels.

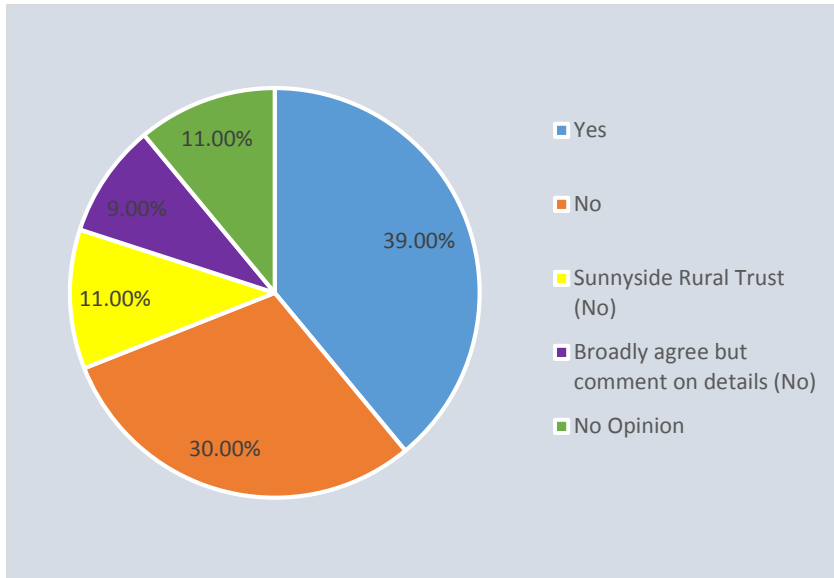
Question 3. Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.10?



Approximately a third of respondents agreed with the principles for the 'Built Environment' with a further 17% indicating that the future of Sunnyside Rural Trust was their main reason for disagreeing. 45% of respondents did not agree.

Those who objected generally did so due to their objection to building heights and loss of character in the area. A large number of those felt that building heights should be limited to 4 storeys throughout the Two Waters area.

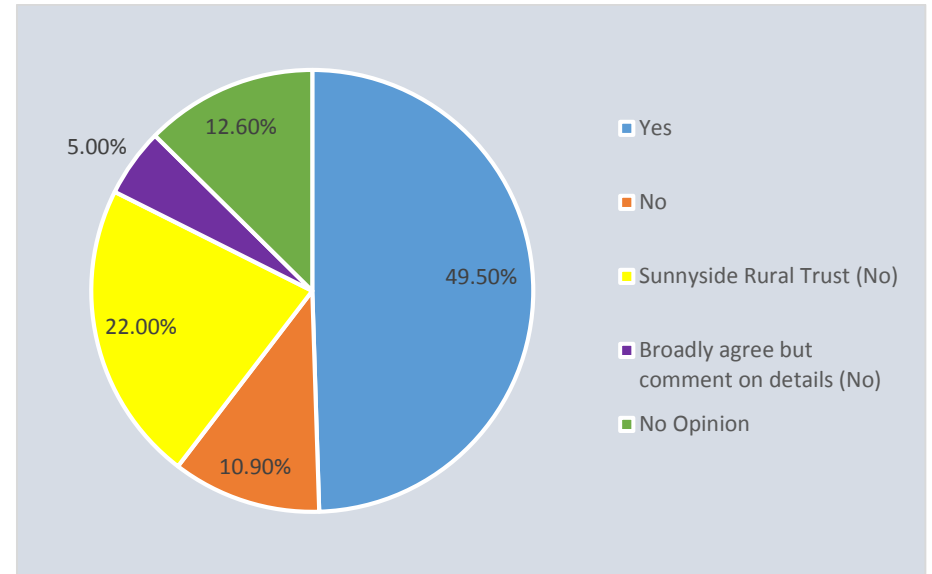
Question 4. Do you support the Overarching Guidance for 'Transport and Movement' set out in section 5.2?



Nearly half of respondents agreed or broadly agreed with the overarching guidance principles for transport and movement. A further 11% of respondents stated the uncertain future of Sunnyside Rural Trust as the only reason for objecting. 30% of the respondents did not agree

The main points of concern were an increase to congestion on already busy roads, and increased parking issues as more residential properties come forward with less allocated parking spaces.

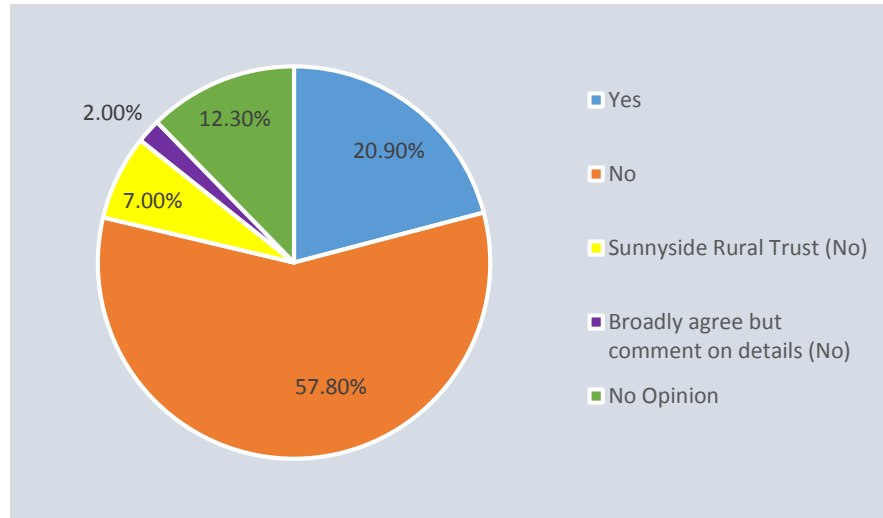
Question 5. Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?



More than half of respondents supported the overarching guidance principles for open space and sustainability by agreeing or broadly agreeing with them. A further 22% stated the unclear future of Sunnyside Rural Trust as the main reason for objecting. 10.9% of respondents did not support the guidance principles. 7

Comments made focussed on protecting the moors and the character of the area.

Question 6. Do you support the development site guidance for Site 1 set out in section 6.1?



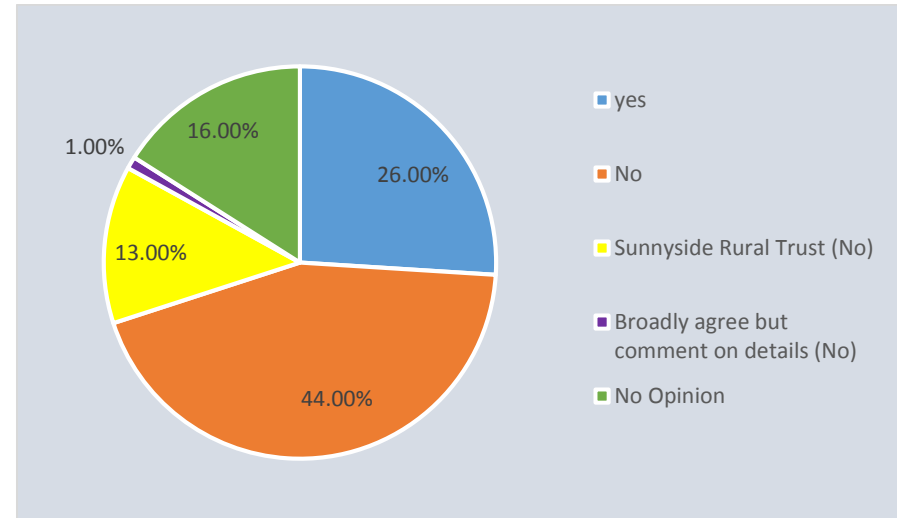
Over 22% agreed or broadly agreed with the principles. A further 7% stated the future of Sunnyside Rural Trust as their reason for objection and 12% had no opinion. However, 57.8% of the respondents did not support the development site guidance for Site 1.

The main reasons given for not agreeing were concerns that the site would be overdeveloped and reservations over the maximum height of up to eight storeys.

Other issues mentioned were additional congestion on already busy roads and further problems with insufficient parking spaces.

Concerns over safeguarding the roman archaeology site were also expressed.

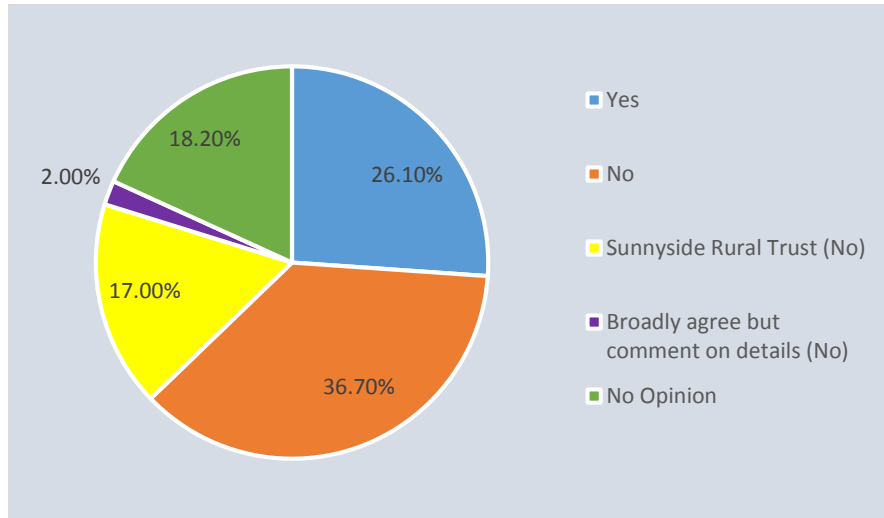
Question 7. Do you support the site guidance for Site 2 set out in section 6.2?



Over quarter of respondents agreed on the principles for Site 2. A further 13% commented that concerns over the future of Sunnyside Rural Trust was their main reason for objection and 18% had no opinion. 44% of respondents did not support the site guidance for Site 2.

The main reason stated was the maximum heights proposed on the site which in some areas is stated as 6 or 8 storeys.

Question 8. Do you support the development site guidance for Site 3 set out in section 6.3?

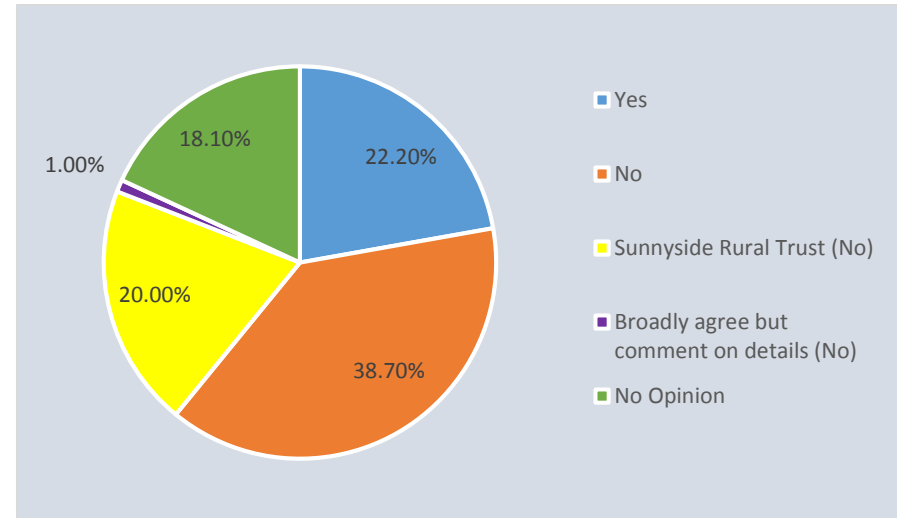


Over 28% of respondents agreed or broadly agreed with the guidance for Site 3. A further 17% stated the future of Sunnyside Rural Trust as the main reason for objection and 18% had no opinion. 36.7% of the respondents did not support the site guidance for Site 3.

Respondents who did not agree had concerns over locating a school near a busy junction, protecting the current green space that is located on that site and again the proposed heights of buildings.

A number of respondents also commented that it was unrealistic to assume that parents would use a drop off zone for schools.

Question 9. Do you support the development guidance for Site 4 set out in section 6.4?

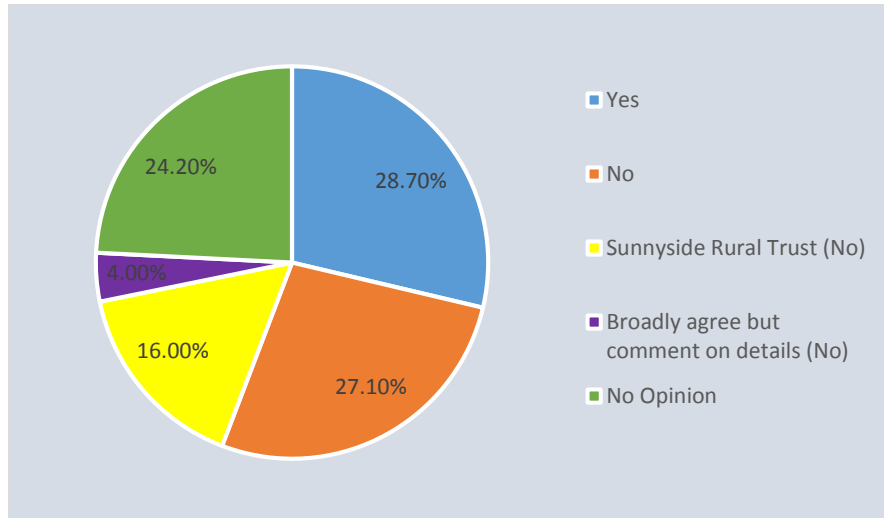


Over 23% of respondents agreed or broadly agreed with the guidance with a further 20% stating that their main reason for their objection was concern for the future of Sunnyside Rural Trust. 38.7% of respondents did not support the development guidance for Site 4.

In addition to concerns over the future of Sunnyside Rural Trust that is currently located within Site 4, the main reasons given for not supporting the guidance were objections to the potential 16-storey landmark building, concerns from employees whose businesses are currently within the site and the additional congestion that would be caused.

Additional concerns raised were over the suitability of that area for residential use due to flooding.

Question 10. Do you support the approach to 'Next Steps' outlined in sections 7.1-7.5?



Over a third of respondents agreed with the next steps. An additional 16% commented that their main reason for objecting was concern over the future of Sunnyside Rural Trust and nearly a quarter had no opinion. 27.10% of respondents did not support the 'Next Steps' outlined in the document.

Of those who objected, a number of people stated that they would like further consultation and engagement at times that are convenient for the majority to attend.

5. Key Consultation Themes and Council Responses

This section outlines the key themes emerging from the qualitative responses provided by both the public and stakeholders through the analysis of questionnaire responses and letters/emails received.

KEY MESSAGE	DBC RESPONSES
<p>1. Sunnyside Rural Trust</p> <p>A large number of respondents raised concerns and objected to the Masterplan Guidance as they were concerned about the future of Sunnyside Rural Trust.</p>	<p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate</p>
<p>2. Scale, Density and Character of Development</p> <p>Respondents welcomed the emphasis on housing delivery within the Borough and the principle to provide guidance to help shape the future of the area.</p> <p>There was repeated emphasis by respondents that development should build on the existing character and scale of the surrounding area and a large number of those who objected expressed concern that the masterplan may not deliver this primarily due to the proposal for some taller development in the area.</p> <p>Those who objected expressed concern on overdevelopment and a large number of respondents were concerned about taller buildings and were generally opposed to development above 4 storeys in height.</p>	<p>The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation.</p> <p>Whilst DBC accepts that a large number of respondents oppose development above 4 storeys, a number of considerations as outlined above including public views need to be taken into account when preparing the masterplan guidance. In order for the masterplan guidance to be effective proposed development needs to be viable. Viability assessments indicate that some development above 4 storeys is required to make the sites viable.</p>

KEY MESSAGE	DBC RESPONSES
<p>Conversely, there were a few respondents both stakeholders and questionnaire respondents who felt that the development and heights proposed are too low and will make development unviable. Some stakeholders have highlighted the pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum in line with Government policy and have highlighted that the Masterplan Guidance should place even greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area.</p> <p>A few respondents have also raised the need for houses that are appropriate for the local community rather than apartments.</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. Maximising the potential for the construction of new dwellings within more urban areas such as Two Waters, serves both to concentrate development in strategic areas around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>The feasibility of different forms of development were tested through the process of preparing the Masterplan Guidance. Early iterations of the masterplan tested much higher development capacities than those proposed in the current Masterplan Guidance but these were considered inappropriate forms of development due to:</p> <ul style="list-style-type: none"> • Negative impacts on views and townscape due to building heights and dominance of taller buildings. • Poor relationships between existing and proposed buildings due to increased density. • Negative impacts on the local highways network due to increased vehicle movements. • Negative impacts on viability due to the requirement for underground car parking. • Views expressed through public consultation and steering group meetings. <p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors including views expressed through public consultation. However, further detailed assessments and viability work will need to be undertaken by</p>

KEY MESSAGE	DBC RESPONSES
	<p>potential developers through the planning process as and when development comes forward.</p> <p>Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p>
<p>3. Key Development Sites</p> <p><u>Site 1: Hemel Hempstead Station</u></p> <p>A number of respondents welcomed proposals to improve the rail station and surrounding areas and to protect the archaeological significance of the Roman site.</p> <p>Respondents raised concerns regarding what they felt was overdevelopment of the area and in particular, concerns regarding heights of up to 8 storeys. They felt that heights should be limited to 4 storeys though a few respondents felt that the proposed heights and densities were not viable. Concerns were also raised regarding the impact of development to the character of the area and on Boxmoor.</p>	<p>Site 1 represents a key strategic gateway to Hemel Hempstead and there is a national emphasis on increasing development including residential units around transport hubs such as railway stations. The masterplan outlines primarily low to mid-range building heights with provision for development of up to 8 storeys in a small section of the site. As outlined in Section 2: Scale, Density and Character of Development, a number of factors need to be considered when determining the form of development including height and densities appropriate for the site and ensuring that the site is viable for development. As it currently stands, due to the high costs associated with development at this location, additional funding is likely to be required to deliver all the aspirations of the site. Therefore, the level of development will need to be carefully considered and designed to help bring forward a more appropriate primary station gateway for Hemel Hempstead with a mix of complimentary commercial uses. DBC will work with other organisations such as HCC and Network Rail to seek alternative funding to help mitigate any potential funding gap. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p>

KEY MESSAGE	DBC RESPONSES
<p>Further concerns were raised regarding the impact on traffic congestion in the area, parking and in particular inappropriate on street parking.</p> <p>Respondents in general welcomed improvements to the station but were concerned about the provision of commercial space (office, retail, hotel) as they felt that there was already underutilised commercial space in the wider area.</p> <p><u>Site 2: London Road</u></p> <p>Responses were similar to that provided on Site 1: Hemel Hempstead Station although the number of respondents who did not support the site guidance for site 2 was lower than for site 1. A number of respondents objected to development above 3-4 storeys and expressed concerns regarding over development.</p>	<p>See Section 4 of this table for details on Transport and Parking.</p> <p>Detailed viability work will be undertaken on site 1 to identify the demand for facilities such as office, retail and a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use in close proximity to Hemel Hempstead station would create a new and distinct offer to options available elsewhere in the town.</p> <p>This has been noted and recognised within the Masterplan Guidance.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>The Masterplan Guidance indicates that the majority of the development on site should be up to 4 storeys with limited developments in specific areas up to 6 and 8 storeys. Higher development has been located away from London Road and closer to the retained employment/retail area. Viability assessments indicate that some development above 4 storeys is required. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p> <p>See Section 4 of this table for details on Transport and Parking.</p>

KEY MESSAGE	DBC RESPONSES
<p>A large number of concerns raised were regarding the likelihood of increased traffic congestion due to increased development in the area.</p> <p><u>Site 3:</u> There were a number of general concerns raised regarding building heights over development and concerns regarding traffic congestion similar to the other sites.</p> <p>There were also some concerns raised by stakeholders regarding the site being located in the flood zone and in close proximity to water courses and the need for any development coming forward to be mindful of these concerns.</p> <p>Respondents also had concerns over locating a school near a busy junction and that it was unrealistic to assume that parents would use a drop off zone for schools and that this would only add to congestions.</p> <p>There were also some objections raised stating that the current green space should be protected.</p>	<p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>See Section 2 of this table.</p> <p>Any development coming forward would need to be mindful of these issues and would need to go through the appropriate assessments and consultations through the planning process.</p> <p>DBC and Hertfordshire County Council (HCC) will undertake further assessments and feasibility studies regarding the educational provision. The Masterplan allows for flexibility on this.</p> <p>DBC is working with 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 and that proposals reflect Box Moor Trust’s aspirations. A section of site 3 has existing planning permission in place for development which sets a precedent for further development on the site.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p>

KEY MESSAGE	DBC RESPONSES
<p><u>Site 4:</u> A number of the same concerns raised regarding building heights and over development on the other sites have been raised for site 4 as well.</p> <p>The need for additional infrastructure, schools including secondary schools hospitals, police station etc has been raised.</p> <p>There were a large number of objections to the proposed ‘landmark’ building of up to 16 storeys and its impacts on the streetscape, environment, congestion, parking etc.</p> <p>There were also some concerns raised by people working and businesses in the area regarding their jobs and investment if the businesses were to be relocated.</p>	<p>See Sections 1,2 and 3 of this table.</p> <p>DBC will be working with HCC and relevant organisations and departments to facilitate the provision of relevant infrastructure. HCC education services has been consulted on the masterplan proposals and has not raised any concerns regarding secondary school provision. The expansion of any services for the hospital and police are matters for central government. They have been consulted as part of the public consultation and are considered statutory consultees. DBC also regularly meets with health providers and other service providers to make sure they are aware of planned growth within the borough.</p> <p>The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy.</p> <p>Further discussions will be held with business owners as and when development comes forward in this area.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes</p>

KEY MESSAGE	DBC RESPONSES
	available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.
<p>4. Transport and Parking</p> <p>Overall there was support for the transport and movement principles of the document, in particular improvements to rail, public transport, cycle improvements and accessibility improvements were welcomed.</p> <p>Out of those who objected, there were a significant number of respondents who were concerned regarding congestion in the area. Respondents highlighted that the highway network in Two Waters was already severely congested at peak times and were widely concerned that further development would exacerbate the problem. The concerns about congestion and traffic flow were raised against all sites 1 – 4.</p> <p>Whilst many welcomed sustainable transport improvements, amongst those who expressed concern, there was scepticism regarding the proposed measures to reduce car use. People raised concerns that due to various reasons a majority of people would continue to need to travel by car. Concerns were raised that whilst the concept was good, there was not sufficient joined up government support to implement measures that would reduce the traffic such as encouraging businesses to allow flexi time, encouraging car share, improving bus routes etc. There were a number of responses requesting detail on the proposed measures.</p> <p>On street parking around the station and wider in the area and its knock on effects on road users was repeatedly highlighted. There were concerns that the level of development proposed and any reduction in parking standards would exacerbate the problem. The need for measures to</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both Government and private sectors are exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, this will be published in the new year.</p> <p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts.</p>

KEY MESSAGE	DBC RESPONSES
<p>mitigate this problem were highlighted. The need to increase parking provision at the station was also highlighted.</p> <p>Concerns were raised about bottlenecks in the area such as the railway bridge over London Road and the one-way Durrants Hill Bridge.</p> <p>Concerns were also raised regarding the impact on satellite areas of reducing parking provision.</p> <p>There was also an objection to the pedestrian/cycle link between Site 1 and 2 with concerns over intrusion of privacy.</p> <p>Concerns were also raised regarding the impact of noise and pollution and potentially an increase in pollution and how the proposals would help address rather than exacerbate the problem.</p> <p>Concerns were raised regarding the safety of shared cycle/pedestrian routes.</p>	<p>DBC and HCC recognises the need for the right infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift, such as delivering effective and efficient rapid bus routes connected to intermodal interchanges at key destinations. DBC is exploring modal shift infrastructure opportunities and external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, it should make a positive contribution overall to existing conditions for all modes of travel. As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p> <p>The masterplan sets out the need for DBC to consider further controlled car parking zones together with parking provision on site to help mitigate any potential on street parking issues that could come forward as a result of unplanned development.</p> <p>Once the masterplan is adopted and sites come forward for planning advice and applications, more detailed site design reports will address health and safety concerns, such as shared pedestrian and cycle routes, and noise and air pollution issues. Likewise, more detailed plans will be required to explore concerns over new pedestrian/cycle links.</p> <p>The masterplan will indicate potential walking and cycling routes, making good use of the area's green character and existing links (eg towpath).</p>

KEY MESSAGE	DBC RESPONSES
<p>5. Open Space & Environment</p> <p>The majority of the respondents supported the overarching guidance principles for open space and sustainability or had no opinion.</p> <p>Comments made focussed on protecting the moors, its 'wild' feel, its wildlife, grazing safely and the character of the area and enhancing the habitat for wildlife.</p> <p>A number of concerns were also raised regarding the inclusion of taller buildings in close proximity to the Moors spoiling the character of the moors and views.</p> <p>Concerns were raised regarding the current condition of the river and canal.</p> <p>Concerns were also raised regarding some of the proposed development being on flood plains but a number of comments were made that the area has not flooded recently and therefore concerns that the flood risk was overstated.</p> <p>Concerns raised were regarding the ability of contractors to deliver the development sensitively.</p>	<p>DBC is 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, and that proposals reflect Box Moor Trust's aspirations. The Moors remain under Box Moor Trust who continuously work to enhance the habitat and wildlife. Any enhancements will seek to sensitively improve access to the moors and Heath Park and provide ecological enhancements and will be in partnership with Box Moor Trust.</p> <p>Design Guidance has been included within the Masterplan that requires development to be sensitive and minimise the impact of views.</p> <p>DBC regularly meet with the Environment Agency and will work with partner organisations to facilitate improvements where possible.</p> <p>Developments will be required to consider flooding and undertake assessment where required as part of their planning application.</p> <p>The phasing of proposed development forms part of the next steps. Planning requirements will stipulate conditions on the delivery of development.</p>
<p>6. Infrastructure</p> <p>A number of respondents commented on the need to address the present need for schools, GP surgeries, a hospital, police station, improved</p>	<p>The Masterplan suggests the provision of a new primary school and DBC will continue to work with Hertfordshire County Council to assess further</p>

KEY MESSAGE	DBC RESPONSES
<p>broadband services etc. Respondents suggested that there is an existing need for this infrastructure and the proposed additional residential development would put a strain on these facilities.</p>	<p>the educational requirements for the area. The provision of medical facilities is within the remit of the NHS trust and we will continue to work with them. The provision of a police service is similarly not under DBC's remit but DBC will continue to work with the police.</p> <p>Utility providers have been informed of the Masterplan Guidance and this consultation. The Strategic Planning and Regeneration team at DBC regularly liaise with infrastructure providers as part of the Local Plan development and delivery, and will continue to do so.</p>

6. Conclusion

This Consultation Report has presented an overview of the findings from the Two Waters Round Three Consultation. As a result of this consultation, the following changes have been identified to the Masterplan Guidance report. These include:

- Clarify further the considerations taken in to account when determining the densities and heights proposed and the preference to optimise development on brownfield land minimising the impact on greenbelt and greenfield where possible.
- Strengthen the statements on emerging transport policy and implementation documents that will support the Two Waters area and measures to facilitate modal shift towards the use of sustainable transport.
- Clarify within the document that HCC have not identified a need for an additional secondary school in the area.
- Strengthen the Masterplan Guidance on biodiversity and air quality improvements.
- Clarify within the Masterplan DBC's work with infrastructure providers.
- Make more significant reference to chalk streams and fragmented landscape around chalk ridge.
- Reference Roughdown Common SSSI.
- Enhance coverage of historic environment and listed building constraints/opportunities.
- Make minor wording changes and update figures when required to reflect feedback.
- Change illustrations where required to ensure that buildings representing a range of heights are included.

Full details of changes are included in Appendix A below.

Amendments will be made to the draft Two Waters Masterplan Guidance document and the final document will be submitted to Council with the recommendation for adoption at the end of the year. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

Appendix A: Summary of Respondents' Comments, the Council's responses and proposed amendments to the Masterplan Guidance

Appendix B: Summary of Stakeholders' Comments, Council's responses and proposed amendments.

Appendix C: Copy of questionnaire

Appendix A:

Summary of Respondents' Comments, Council's Responses and Proposed Amendments to the Draft Two Waters Masterplan Guidance

This section includes a summary of comments received through questionnaires as well as letters/emails received from the public and DBC responses to these. Stakeholder comments and related DBC responses are outlined in Appendix B. **This section should be read in conjunction with Section 5: Key Consultation Themes and DBC Responses which provides more detailed responses to many of the comments below.** Please note that due to a large number of repetitive comments, where a response has been provided to a similar comment covered in a previous section the response has not been repeated.

This section also outlines the proposed amendments to the draft Two Waters Masterplan Guidance. These amendments include amendments as a result of Stakeholder comments which are also listed separately in Appendix B.

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
Q1 Do you support the 'Vision' for Two Waters set out in section 4.1?	<p>1.1 There are concerns that development will have a negative impact on the environment, Moors and protected species in the area.</p> <p>1.2 The Moors are a much-loved feature and should be adequately protected not just from development but also from overcrowding by members of the public.</p>	<p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Any improvements to footpaths to make them suitable for all year round use will be sensitively designed and developed in partnership with the Box Moor Trust.</p>	<p>Proposed amendments to 4.1 Vision Proposed changes to wording:</p> <p>The Two Waters masterplan area.....vibrant residential-led mixed-use neighbourhoods areas with anHemel Hempstead train station.</p> <p>The masterplan area's neighbourhoods areas will celebrate...linking the spaces.</p> <p>New development with supporting infrastructure will be of the highest design quality,....integrates with existing areas. It will also neighbourhoods that respect and</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.3 Views of the moors should be retained</p> <p>1.4 The area will be overdeveloped potentially having a negative impact on property values. The character of the area will be lost.</p> <p>1.5 Tall buildings at gateway locations could create a fortress appearance to the Town. Rather than taller</p>	<p>The design guidance requires new development to respect views from the moors, particularly in regard to building orientation, height and form, and the location of landmark buildings.</p> <p>Development will be required to encourage the use of Two Waters' green open space and waterways 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. New homes will be expected to achieve a high sustainability assessment and contribute towards sustainable transport schemes.</p> <p>The masterplanning guidance considered a number of factors in order to set limits for the level of development and building heights on each of the sites and overarching guidance for all development in the area. Additional detailed studies will need to be undertaken through the planning process for each site when development comes forward and will include consideration of the masterplans' ambitions for the built environment,</p>	<p>enhance its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</p> <p>References to heritage assets, heritage or heritage significant of assets to be changed to historic environment-as appropriate.</p> <p>Figure 14 will be amended to better reflect the heights referenced in the detailed figures for Site 1 – 4.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>buildings, there should be more creativity in the structure design and use of any new buildings.</p> <p>1.6 The development, especially higher buildings will be visually intrusive and will not integrate with existing neighbourhoods. The illustrations are not always representative of the heights proposed.</p> <p>1.7 Development will cause additional traffic on the already congested road network.</p>	<p>transport and movement, and open space and sustainability. Developers will be expected to justify the mix and number of homes and other development as part of the planning consent process and undertake further consultation with residents.</p> <p>The Two Waters masterplan guidance sets out guidance to protect the character of the area and its natural assets and careful consideration has been made regarding the location and guidance on taller buildings. It will help to ensure development is planned and designed to deliver an attractive, sustainable and balanced environment, and provide new local services for residents, workers and commuters.</p> <p>Local highway improvements are set out for each development site, and contributions will be sought towards wider highway proposals within the Two Waters masterplan area and the delivery of sustainable transport measures. There is strong emphasis in the masterplan to reduce car use and promote alternative modes of transport.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.8 Where the proposed maximum height of up to 8 storeys is too high and a number of respondents would prefer to see development limited to 4 storeys, concerns were also raised over the safety of high rise buildings following the Grenfell tragedy.</p> <p>1.9 A recent survey carried out by the Keep Boxmoor Beautiful campaigners showed that out of 200 residents, the majority</p>	<p>New development will be expected to provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Parking standards are set out in Policy 57 of Dacorum Borough Local Plan 2011 and are currently under review.</p> <p>In addition, DBC is 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.</p> <p>Opportunities for development up to 8 storeys have been carefully considered, and have been located where existing development and land use creates an appropriate environment. National policy and viability work shows that some development above 4 storeys is required to deliver the ambitions of the Two Waters masterplan.</p> <p>Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of uses. Areas such as Two Waters are being pushed</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>wanted buildings no higher than 4 storeys.</p>	<p>nationally for more intense development and the Two Waters guidance has carefully considered a number of factors and set out height limits that are considered appropriate to the site. Maximising the potential for the construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>In preparing the masterplan the local character, topography, highway capacities and existing land uses have been considered to determine appropriate building heights for each development site.</p> <p>We acknowledge concerns following the Grenfell Tower tragedy. Taller buildings continue to be an important part of an urban streetscape and play an important role in providing residential and commercial provision in areas where land is limited. All development coming forward including taller buildings would need to adhere to Planning, Building Control, Health and Safety and other statutory requirements and would be required to go</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.10 The existing infrastructure cannot support the level of growth proposed i.e. health care, education, utilities.</p> <p>1.11 Concerns over the suitability of the mix of developments, there are concerns over the viability of the proposed retail/office space as there</p>	<p>through the relevant regulatory processes to ensure that they are fit for purpose. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p> <p>Agree that new school places will be needed to accommodate demand from the proposed residential development. Further work will be undertaken by DBC and HCC to identify how this will be achieved. For the purposes of the Masterplan, the most expensive option – the provision of a new school – has been included. Development contributions will be sought towards other infrastructure provision including health care. DBC regularly works with infrastructure providers to ensure that they are aware of proposed development in Dacorum. Utility providers have been invited to respond to the Two Waters Masterplan Guidance consultation.</p> <p>The viability assessment suggests that these are best located by the train station where the transport links and commuter demand creates a suitable environment for a mixed use development with new retail offer and office provision. The combination</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>are so many empty units elsewhere.</p> <p>1.12 There is a need for affordable housing instead of the current types of development being proposed</p> <p>1.13 Concerns over the future of Sunnyside Rural Trust.</p> <p>1.14 Development will cause disruption to the</p>	<p>of transport links and commuter audience creates a unique demand for services immediately at the train station, which an off-site existing commercial unit would not be able to fulfil. Further assessments will be undertaken as and when development comes forward.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.</p> <p>The phasing of development will form part of the next steps. Developers will be required to ensure local services can continue to operate during construction</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>community while work is carried out</p> <p>1.15 There is a need for a multi storey car park at Hemel Hempstead train station, the recent changes to the forecourt has already caused a great deal of additional congestion.</p> <p>1.16 The photos and illustrations used in the Draft Masterplan are misleading, as they do not show buildings of the height proposed.</p> <p>1.17 This document does not reflect what was said in the January workshops, how has the feedback from previous consultation had any impact on the vision?</p>	<p>works. Permission from HCC will be required for any variation to the highway network during construction.</p> <p>DBC is working with Network Rail to assess future parking demand at the train station.</p> <p>A variety of illustrations have been included. We will review these and make changes to ensure that the variety of heights reflects the Masterplan Guidance.</p> <p>The document reflects consideration of a variety of factors including feedback from both rounds of consultation and stakeholder meetings. A variety of opinions were expressed at the January workshop as outlined in the consultation report available at www.dacorum.gov.uk/regeneration. We confirm that these views have been taken in to consideration along with the other factors that need to be considered. The currents proposals are a form of</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.18 Prices for the proposed development are likely to be unaffordable to the local people, increasing the population without assisting those already in the area looking for a home. More social housing is needed.</p> <p>1.19 The plan is not specific enough in terms of how it intends to achieve the overall vision</p> <p>1.20 Diagrams showing proposals make it difficult to interpret intent.</p>	<p>development taking in to account and balancing all the factors. Please refer Section 5: Key Consultation Themes and DBC responses (2. Scale Density and Character of Development) of this Consultation Report for full details of the different considerations.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>The document is a high level Masterplanning Guidance document. The objectives, overarching guidance and site specific guidance is set out within the Masterplanning Guidance. Further detail will be developed through the planning process.</p> <p>The Masterplan Guidance is a technical document and as such the diagrams are representative of those used for similar planning documents. We will seek to improve the quality of images where possible.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.21 Railway Station is not the Gateway to Hemel – the dual carriageway link to the bypass is.</p> <p>1.22 Poor quality development on Two Waters Road and comments on planning permission for these sites.</p> <p>1.23 Need for protection and enhancement of Green Corridor – open area of Boxmoor – Jellicoe Water Gardens – Gadebridge Park.</p> <p>1.24 Elegant footbridge over plough roundabout.</p>	<p>A Gateway constitutes a key entry point to the area. As such there are several gateways in to Hemel Hempstead and the Two Waters area as identified in Figure 13. Hemel Hempstead Railway Station is one of the key gateways with a large number of railway uses entering the area through this gateway.</p> <p>One of the purposes of the Masterplan Guidance is to steer high quality design appropriate to the area. Information on previous planning applications is available through the Planning Portal at www.dacorum.gov.uk</p> <p>Protection and enhancement of green spaces in the study area is an objective of the Masterplan Guidance. The Jellicoe Water Gardens and Gadebridge Park are out of the cope of this work. However substantial improvements have recently been delivered to the Jellicoe Water Gardens and improvements are planned for Gadebridge Park.</p> <p>A footbridge is currently not proposed. Further work will be undertaken by DBC and HCC on traffic, pedestrian and cycle movement across the area. Development</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.25 Opening up the visibility and accessibility of the Durrants Hill green space would be a major improvement.</p> <p>1.26 How is DBC going to ensure high quality design?</p>	<p>in the area will be expected to contribute towards improvements.</p> <p>Noted. This is the aspiration and reflected in the masterplan guidance.</p> <p>The masterplan guidance once adopted will be a material consideration in determining planning applications. The masterplan sets detailed but flexible guidance as is appropriate to a high level document to ensure high quality. This guidance has been further strengthened where appropriate as a result of comments received through this consultation. Designs will be further assessed through the planning application process which would require additional studies and guidance to justify proposed designs within the parameters set out in the masterplan guidance.</p>	
<p>Q2 Do you support the Objectives for Two Waters set out in section 4.2?</p>	<p>2.1 Concern for the environment especially the Moors.</p> <p>Concerns over making the moors more accessible to the public for access and recreation.</p>	<p>See 1.2</p> <p>The Moors provide a high quality open space and pedestrian access between Two Waters, the town centre and other key locations. They are already used for recreational purposes such as walking.</p>	<p>Proposed amendments to 4.2 Objectives</p> <p>Changes to 7: <u>Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.2 Concern that tall buildings and development will mean loss of views.</p> <p>2.3 The proposed level of development could cause a negative impact on property values. Concerns regarding loss of character.</p> <p>2.4 Respondents feel that up to 8 storeys is too high and would prefer to see development limited to 4 storeys.</p> <p>2.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>2.6 The existing road network will not be able to take the additional traffic</p> <p>2.7 Retail/office viability</p>	<p>Any recreational improvements will be sensitive to the Moors' existing character and uses.</p> <p>See 1.1 – 1.7 The masterplan guidance provides guidance on maintaining the existing character of the area and makes reference to this. This will be further evaluated through the planning process of individual developments.</p> <p>See 1.8</p> <p>See 1.10</p> <p>See 1.7 and Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>See 1.11</p>	<p><u>contribute positively to its sense of place.</u> Enhance and Better Reveal Two Waters' Heritage, Landmarks and Green Spaces</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.8 Existing planning applications/approvals</p> <p>2.9 Concerns over the future of Sunnyside Rural Trust.</p> <p>2.10 Disruption to the community while work is carried out.</p>	<p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report are not subject to the masterplan guidance. As a result, it is not appropriate to comment specifically on any previous planning application, which would have been subject to its own consultation period.</p> <p>See 1.13</p> <p>See 1.14</p>	
<p>Q3 Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.1?</p>	<p>3.1 Concern for the environment and views</p> <p>3.2 Concerns regarding scale, heights and character.</p> <p>3.3 Objections to the planning application at 499/501 London Road</p>	<p>See 1.1 – 1.7</p> <p>See 1.1 – 1.7</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning</p>	<p>5.0 [Overarching Guidance] The guidance ensures that a range of <u>appropriate</u> development forms can be accommodated.</p> <p>Proposed amendments to 5.1 Overarching Guidance for the 'Built Environment'</p> <p>Additional wording to section 5.1.1:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>document. The planning application for 499/501 London Road was submitted in advance of the adoption of the report. As a result, it is not appropriate to comment specifically on this planning application, which was subject to its own consultation period.</p>	<p>...relationships with existing development. This should also <u>include achieving a high quality of new public realm and infrastructure.</u></p> <p>Add new design principles under Height, scale and mass:</p> <p><u>Building heights above three storeys adjacent to London Road or Two Waters road will be stepped back from the building line. (See Figure 15).</u></p> <p><u>Applications will need to be fully justified in terms of amenity considerations, view corridors, heritage etc.</u></p> <p>Add reference in paragraph 5.1.4 – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p> <p>Check the building heights mentioned for sites/areas to ensure</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>consistency across the Masterplan (figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p> <p>5.1.7 Medium to large scale....visually interesting roof, <u>façade</u> and streetscape.</p> <p>5.1.8 Taller buildings will pay particular attention.....to reduce their visual impact (<u>New figure showing the set back from the road to be added</u>).</p> <p>5.1.13 Gateway locations....higher density <u>residential-led</u> mixed use development;</p> <p>Figure 16 Make key for Panoramic View clearer.</p> <p>Figure 16 – key symbol for the landmarks building to be made clearer to ensure it is clear in black and white.</p>
<p>Q4 Do you support the Overarching Guidance principles for ‘Transport and Movement’ set out in section 5.2?</p>	<p>4.1 People will not stop using their own cars</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both</p>	<p>Proposed amendments to 5.2 Overarching Guidance for ‘Transport and Movement’</p> <p>Changes to wording:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>Government and private sectors are exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, and will be published in the new year.</p> <p>The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. The cultural change to using alternatives to private vehicles is a long term process</p>	<p>New developments following guidance where possible <u>in conjunction with guidance provided by Hertfordshire County Council with specific attention paid to guidance emerging Local Transport Plan, the South west Hertfordshire Growth and Transport plan and Hemel Hempstead Urban Transport Plan. All designs in terms of transport infrastructure should follow best practice guidance as set out in the HCC highway design guidance and Manual for Streets</u></p> <p>Figure 17 to be amended to include the Public Rights of Way network.</p> <p>Figure 17 to be amended to reflect single lane bridge and not the double lane bridge for bridge improvements.</p> <p>5.2.4. New development will seek ...options <u>(based upon the accessibility zones for application of parking standards)</u>.</p> <p>5.2.5 Travel plans will <u>may</u> be required <u>for key developments</u> as part of ...put in place.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.2 There are not enough measures to encourage other transport usage</p> <p>4.3 The current public transport provision does not travel to where you want to go.</p>	<p>which DBC and HCC highways will continue to pursue through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Please refer Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>All development is expected to contribute towards the masterplan’s strategic transport objectives in addition to the delivery requirements for each site. Development proposals should ensure that growth in sustainable transport use can be accommodated.</p> <p>Improvements to public transport including increasing frequencies of existing bus services and additional bus routes and coach services to serve Hemel Hempstead are being considered as part of the development of HCC’s Growth and Transport Plan for South West Hertfordshire. Information on current bus services is available online.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.4 There aren't enough local jobs so residents must travel by car.</p> <p>4.5 No measures to reduce pollution, which is already too high.</p>	<p>All development will contribute towards the transport and movement objectives of the Masterplan with initiatives to reduce the use of private vehicles through better public transport and new pedestrian and cycle links. Further measures to promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Initiatives to reduce car use, particularly single car use are being championed by the guidance. Local highway improvements are set out for each development site and all development will contribute towards wider measures aimed at easing congestion throughout the Two Waters area. The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. Environmental improvements including street tree planting will support cleaner and greener streets. Further initiatives to reduce car use and promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire. The impact of</p>	

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	<p>4.6 It is not practical to limit parking near public transport hubs. Travellers will be discouraged if Public Transport is not accessible. Public Transport needs to be more efficient.</p> <p>4.7 Development will cause additional problem parking on streets</p>	<p>development on the Air Quality Management Area to the east of Two Waters Road/London Road junction will be assessed as part of the planning application process.</p> <p>DBC will work with Network Rail on the provision and design of parking facilities for station customers. Further viability work will be required to determine how the objectives of site 1 can be achieved, including an integrated transport system with more buses serving the train station.</p> <p>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>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.8 The guidance principles are not strong enough to mitigate traffic issues.</p> <p>4.9 The single width bridge at Durrants Hill contributes to overall congestion.</p> <p>4.10 The bridge near Hemel Hempstead Station will be an issue, but is not included in the area of the masterplan.</p> <p>4.11 Concerns that potential road widening schemes will damage the habitats of much of the local wildlife.</p>	<p>The masterplan aims to make a positive contribution to existing conditions for all modes of travel. Further traffic assessments will be undertaken with recommendations carried forward to the detailed design phase of individual sites.</p> <p>The single width bridge at Durrants Hill Road has been identified as a cause of congestion, this will be looked at in more detail as part of a transport assessment for Hemel Hempstead and through the detailed design of individual developments as they come forward.</p> <p>The impact of the station development on the surrounding highway network, will be assessed as part of the detailed design phase of site 1. A transport assessment will also be undertaken as part of the new Local Plan.</p> <p>It is a characteristic of Boxmoor that areas of natural significance are adjacent to main roads. A decision on whether road widening will be required has not been made and will be considered following further transport assessment at the</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.12 More provision for electric cars.</p> <p>4.13 Cycle and pedestrian routes should be kept separate for safety of both users.</p>	<p>detailed design stage and discussion with landowners. Any proposals will include an environmental impact assessment and measures to protect or mitigate the impact on areas of special interest.</p> <p>DBC's expectations for the delivery of infrastructure to support electric car use from development is being considered as part of the partial review of the Core Strategy and will be set out within a Supplementary Planning Document to be adopted in 2019.</p> <p>The latest guidance from HCC on the provision of cycling facilities and shared routes will be used at the detailed design stage when development comes forward.</p>	
<p>Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?</p>	<p>5.1 Concerns regarding additional access to open spaces. Need to identify pathways to prevent damage to existing habitats.</p>	<p>The masterplan's proposals show indicative routes which will be further developed at detailed design stage. This will include an environmental impact assessment and will identify measures to protect or mitigate the impact on existing habitats.</p>	<p>Proposed amendments to 5.3 Overarching Guidance for 'Open Space & Sustainability'</p> <p>Change title:</p> <p>Open Space & Sustainability Open Space, sustainability and pollution</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>5.2 Concerns regarding the phrase 'Activities to enjoy' as this implies lots of man-made activities that will ruin the calmness of these areas that is currently enjoyed by users. Open areas should be left the way they are.</p> <p>5.3 Concerns that Heath Park will become a private outdoor area for use by residents of nearby apartment blocks.</p> <p>5.4 Some areas in the plan are known to flood, development here would be at risk of flooding in the future.</p>	<p>The masterplan's open space principles set out the uses of the main green areas and protects existing uses such as working countryside and farmland, amenity and sports while improving access for all. There is more opportunity for change around the lakes and watercourses by site 3. This area has limited public access and there is the opportunity to add and improve local facilities for leisure use.</p> <p>Both the Box Moor Trust and DBC's intentions are for Heath Park to remain an open and accessible green space for all visitors to enjoy.</p> <p>A flood risk assessment is required for all new development which falls within flood zones 2 and 3. This will be applicable to sites 3 and 4 where development will be expected to deliver measures such as Sustainable Urban Drainage Systems to reduce flood risk. Outside the scope of the masterplan, DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p>	<p>5.3 [Opening paragraph] ...'Encourage the use of Two Waters'- [delete apostrophe].</p> <p>References to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p> <p><u>Enhance the biodiversity and natural habitats for wildlife in the area.</u></p> <p><u>Development should include the creation of high quality green amenity spaces such as pocket parks and/or communal gardens within their developments, particularly linking visually to the moors.</u></p> <p><u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. The site falls within Natural England's Chalk and Chilterns Focus Area, with the chalk ridge extending from the</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>Chilterns into Hertfordshire. Beyond, is a fragmented landscape of chalk grasslands, woodland, farmland and ancient trackways. These sites are increasingly valued and visited. We would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p> <p>Flood Risk and Sustainable Energy Flood Risk, Sustainable Energy and Pollution</p> <p>Reference to be added: <u>Development should consider pollution issues in the area including air quality and implement measures to reduce impact on and improve pollution issues. This would include improvements to existing air quality, noise and light pollution.</u></p> <p>Change wording:</p> <p>5.3.2 Developments should actively encourage the <u>responsible</u> use of and sensitively improve access to the moors <u>giving careful consideration to</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>maintaining its current functions and uses.</u></p> <p>Change wording on page 48: Create gathering space that can become the community heart of new development <u>areas and wider neighbourhoods</u>neighbourhood's heart.</p> <p>5.3.3 Green links....roles the moors have <u>such as</u> amenity space, leisure space and working farmland.</p> <p>5.3.4 Heath Park open space including Plough Gardens should be protected as an important amenity space and enhanced for the tall building developments around the Plough roundabout.</p> <p>5.3.4 <u>The community amenity space of Health Park improved through recent Hemel Evolution work should be protected and enhanced as part of the context/setting and amenity space for the new developments around the Plough Roundabout</u></p> <p>5.3.5: ...provide ecological</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p> <p>5.3.7 <u>Where opportunities arise development should ...heat and power network where feasible and viable.</u></p>
<p>Q6 Do you support the development site guidance for Site 1 set out in section 6.1?</p>	<p>6.1 Concerns regarding a hotel on site 1.</p> <p>6.2 A new traffic interchange is not needed.</p>	<p>Whilst set out in the aspirations of the Masterplan, detailed viability work will be undertaken on site 1 to identify the demand for facilities such as a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use would create a new and distinct offer to the hotel options available elsewhere in the town.</p> <p>Feedback from the consultation undertaken through the Two Waters masterplanning process demonstrates that public transport, traffic and congestion are key concerns. Connecting different types of public transport at an interchange is</p>	<p>Proposed amendments to 6.0 Development Site Guidance</p> <p>[Introduction paragraph] bullet point</p> <ul style="list-style-type: none"> • Key Proposals • Design Guidance • Development Requirements <p>Design Guidance:</p> <p>Additional wording to Section 6:</p> <p>...specialist service vehicles and lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>6.3 More restricted parking zones are required.</p> <p>6.4 More links with West Hemel needed.</p> <p>6.5 Clarification of items 6.15 & 6.16</p>	<p>essential to encourage the take up of alternatives to private car use.</p> <p>It is expected that new controlled parking zones will form part of each development site. Concerns regarding current commuter parking in residential areas which are not within an existing controlled parking zone should be directed to the local ward councillor. Further information is available on the DBC website under Parking and Travel.</p> <p>The pedestrian and cycle improvements proposed through site 1 will provide clear and legible links to key destinations including residential areas and the town centre. Connections with routes beyond the Two Waters area are outside the scope of the masterplan. Access and movement requirements arising from West Hemel Hempstead are set out within the LA3 Masterplan. Wider changes to the highway network will be considered by HCC through the Growth and Transport Plan for South West Hertfordshire.</p> <p>Proposals for residential parking levels for site 1 will be developed at detailed design stage and will explore opportunities for innovative shared use of spaces. As a result</p>	<p>Numbering to be amended to all site guidance sections in section 6 to avoid duplication of numbers eg: removal of two 6.1.1s as title and as principle.</p> <p>Proposed amendments to 6.1 Site 1</p> <p>Change title:</p> <p>6.1 Site 1: <u>Hemel Hempstead Station and surroundings</u></p> <p><u>Add new Development Parameter: This site is included within MU/4 of the Site Allocations DPD.</u></p> <p>Additional wording to be added:</p> <p>6.1.6 Land will be safeguarded to deliver Improved highway access, a new station and multi-modal interchange with supporting land uses shall be delivered.</p> <p>6.1.5: Residential parking for new residential development should be shared with other users <u>although</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy. Further feasibility work will be undertaken into the parking requirements for the train station.</p>	<p><u>sufficient parking for station customers will be necessary.</u></p> <p>6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements with viability of development, <u>and to accommodate predicted growth.</u></p> <p>6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p> <p>6.1.17 Add: <u>Development should not lead to any adverse effects on the nearby Roughdown Common SSSI.</u></p> <p>6.1.18 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>6.1.21 Opportunities for sustainable....should be used <u>incorporated</u> including...</p> <p>6.1.23 <u>The Roman archaeological site will be protected and opportunities to improve its visibility and better reveal its heritage significance should be explored.</u></p> <p>Include some example pictures of 6 and 8 storey buildings.</p>
<p>Q7 Do you support the development site guidance for Site 2 set out in section 6.2?</p>	<p>7.1 Concern for the environment many residents would like to see the Moors protected</p> <p>7.2 Concerns that the area will be overdeveloped which could cause a negative impact on property values</p> <p>7.3 Concern for the existing road network, traffic congestion and parking</p> <p>7.4 Respondents feel that up to 8 storeys is too high for this site and would prefer</p>	<p>See 1.2</p> <p>See 1.4</p> <p>See 1.7</p> <p>See 1.8</p>	<p>Proposed amendments to 6.2 Site 2</p> <p>Change title: 6.2 Site 2: <u>Two Waters/London Road Junction West</u></p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change key to relabel 'Safeguarded Land' to '<i>Safeguarded Land for Infrastructure</i>'.</p> <p>Proposed railway buffer zone to be changed to be adjacent to the railway.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>to see development limited to 4 storeys.</p> <p>7.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>7.6 Concerns that the level of development as well as the reduced parking on site 2 will cause issues further along Station Rd</p> <p>7.7 Queries over the Retail/office viability</p>	<p>See 1.10</p> <p>See 4.7</p> <p>See 1.11</p>	<p><u>Add new Development Parameter: This site is included within H/8 of the Site Allocations DPD.</u></p> <p>6.2.12 Remediate contaminated land so that it is suitable for residential development.</p> <p>6.2.18 Building heights above three storeys will be set back from the building line and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</p> <p>6.2.22 Opportunities for sustainable....should be used incorporated including...</p>
<p>Q8 Do you support the development site guidance for Site 3 set out in section 6.3?</p>	<p>8.1 Respondents feel that up to 6 storeys is too high for the site.</p>	<p>A number of residents broadly agreed with proposals with reservations over building heights and density and additional traffic and would like to see alternative provisions for Sunnyside identified.</p> <p>The frontage to London Road and junction with Two Waters Road has been identified as suitable for development up to 6 storeys where feature buildings would form a positive landmark. The assessment considered local topography and the land use, design and heights of the surrounding</p>	<p>Proposed amendments to 6.3 Site 3</p> <p>Change title: 6.3 Site 3: <u>Two Waters/London Road Junction North</u></p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p> <p>Open space and Historic Environment (section 6.3.2- Design Guidance)</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.2 Against development on green open space including open space within Box Moor Trust land holdings.</p> <p>8.3 Concerns that the area will be overdeveloped and housing density is too high.</p>	<p>development. Moving through the site, building heights will reduce in response to the surrounding environment. In particular a sensitive design and lower built form will be required along the site's watercourses.</p> <p>Some development on green open space has been proposed after considering the sensitivity of all green space within the Two Waters area, the level of public use and following discussion with land owners including the Box Moor Trust. Discussions have also taken place with the Box Moor Trust regarding their landholdings which forms part of site 3. Planning permission has been granted for part of site 3 which sets a precedent for further development in that area Development within site 2 will mitigate the loss of open land by providing high quality public spaces within new residential areas and connecting these to existing green spaces and waterways to improve access for all.</p> <p>The level of development has been informed by the viability assessment which considered how best the ambitions of the Two Waters masterplan could be achieved. Within site 2 a mix of uses has been</p>	<ul style="list-style-type: none"> • <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>6.3.5 Drop-off zone for school <u>if school is progressed on this site.</u></p> <p>6.3.13 ...though the site by maintaining current no through routes for vehicles.</p> <p>6.3.14 Land should be safeguarded retained for a drop off</p> <p>6.3.16 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p> <p>6.3.20 Opportunities for sustainable....should be used <u>incorporated</u> including...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p data-bbox="640 635 1043 730">8.4 Concern for the existing road network, traffic congestion and parking</p> <p data-bbox="640 1281 1043 1377">8.5 Concerns that the existing infrastructure cannot support the level of growth</p>	<p data-bbox="1072 277 1588 549">identified with a variety of building heights which respond to the surrounding land use and will provide better access to and enhance the areas natural resources. More detailed studies will need to be undertaken through the planning application process to determine the detail.</p> <p data-bbox="1072 635 1588 1233">Local highway improvements for the sites are set out within the masterplan and contributions will also be sought towards wider highway proposals within the Two Waters area and the delivery of sustainable transport measures. New development will be expected to provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Opportunities will be sought to make better use of parking spaces by sharing facilities throughout the week between residents, shoppers, visitors and commuters. Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p data-bbox="1072 1281 1173 1305">See 1.10</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>proposed i.e. health care and education.</p> <p>8.6 Concerns over replacement provision for existing uses such as scout groups and Sunnyside Rural Trust</p> <p>8.7 School drop off point will not be used, where this is available at other schools parents still drive up to school gates.</p>	<p>The land leased to 1st Apsley Scouts does not form part of the development area of site 2. It is identified as green space and there may be opportunities to improve local facilities as part of the proposals to benefit scouting and other leisure uses.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate</p> <p>New development throughout the masterplan area will contribute towards safe and accessible pedestrian and cycling routes to the potential school site. The cultural change to using alternatives to private vehicles is a long term process which DBC and HCC highways and education will continue to pursue through</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.8 Not appropriate for school due to air pollution and nearby busy junction. (School not proposed for this site but drop off point is).</p>	<p>the emerging Growth and Transport Plan for South West Hertfordshire. The design of the school drop off point and vehicle access will be carefully considered.</p> <p>DBC and HCC will continue to discuss how new school places within the Two Waters area can best be provided. The masterplan is designed to be flexible to accommodate the outcome of this decision. The traffic issue is noted and will require further work through the planning application process once the exact location is confirmed. Development will deliver pedestrian routes through existing green space and new public areas to create pleasant routes to school away from the main roads. There will also be environmental improvements including street tree planting to support cleaner and greener streets. All development will contribute towards highway improvements and sustainable transport measures aimed to ease congestion throughout the Two Waters area. The cultural change to alternatives modes of transport to private vehicles is a long term process which DBC and HCC highways and education will continue to pursue through the emerging Growth and Transport Plan for South West Hertfordshire.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	8.9 Some reservations as plans are not definite enough at this stage	The masterplanning guidance is a high level document. Developers will prepare an illustrative masterplan with detailed design for each development site as they come forward. Local residents will be able to comment on the proposals through the planning application process. The Two Waters masterplan sets out the expectations from development and will help guide the determination of planning applications to ensure that development is consistent with its content.	
Q9 Do you support the development site guidance for Site 4 set out in section 6.4?	9.1 16 storeys landmark building is too tall.	The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy.	<p>Proposed amendments to 6.4 Site 4</p> <p>Change title: 6.4 Site 4: <u>Two Waters North</u></p> <p>Change wording on section 6.4, site 4: A new mixed use town centre <u>area</u> neighbourhood</p> <p>6.4.1 Landmark building.... Tall buildings are <u>more</u> appropriately <u>located</u> around the Plough roundabout.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>9.2 Strong concerns over the loss of Sunnyside Rural Trust</p> <p>9.3 Concerns that without the supporting infrastructure being installed first the developments will not work</p> <p>9.4 Need for secondary school</p> <p>9.5 Concerns over residential developments in a flood risk area</p>	<p>See 1.13</p> <p>The phasing of development across the masterplan area is still to be determined and will consider the impact of construction, delivery of residential units and infrastructure requirements, and amenity funding. Improvements to transport infrastructure will be phased to minimise disruptions.</p> <p>HCC education services have been consulted on the masterplan proposals and have not raised any concerns regarding secondary school provision. As a result it is currently assumed that there is capacity within existing secondary school provision to accommodate the additional demand for school places resulting from the proposed development. Further discussion with HCC will take place as housing numbers are identified. The masterplan will be amended to note this position. Contributions will be sought towards education from each development.</p> <p>See the response from the Environment Agency in the Stakeholder Comments section</p>	<p>Additional wording to para 6.4.17: wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p> <p>6.4.8 Dacorum Borough Council.....providing new <u>primary</u> school...</p> <p>6.4.8current schools in the area and <u>or</u> providing a new school.</p> <p>6.4.8 Any proposed <u>school</u> location...</p> <p>6.4.13 Land should be <u>safeguarded</u> retained for a drop off</p> <p>6.4.15 Building heights above three storeys will be set back from the building line <u>and stepped back</u> (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</p> <p>6.4.18 Opportunities for sustainable....should be used <u>incorporated</u> including...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Include picture of a tall building to illustrate proposed landmark building.</p> <p>Page 65 – Change picture.</p>
<p>Q10. Do you support the approach to 'Next Steps' outlined in sections 7.1-7.5?</p>	<p>10.1 More consultation needed with meetings to be held at appropriate times to allow members of the public to attend.</p> <p>10.2 Infrastructure improvements to be put into place before additional housing comes forward.</p> <p>10.3 Clearer proposals needed</p>	<p>The consultation has been undertaken in accordance with DBC Statement of Community Involvement (July, 2016) which is available at www.dacorum.gov.uk.</p> <p>The development of the Two Waters masterplan has been informed by a comprehensive consultation process, which can be viewed at www.dacorum.gov.uk/regeneration. This included local exhibitions held during the evening and at the weekend. There will be the opportunity to comment on each development site as part of the planning application process.</p> <p>See 9.3</p> <p>The role of the masterplan is to set the guidance principles for future development. Its guidance will ensure that</p>	<p>Proposed amendments to section 7.1</p> <p>7.1 Title: Change to Delivering the <u>aim</u> of the Two Waters Masterplan <u>Guidance</u>.</p> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p> <p>DBC will undertake further feasibility studies.... <u>As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.4 Concerns that car use cannot be reduced</p> <p>10.5 Concerns over compulsory purchasing</p> <p>10.6 Concerns that there are no provisions for additional sports facilities</p>	<p>future development is planned and designed in the best possible way, to deliver an attractive sustainable and balanced environment. Detailed proposals will follow as development sites come forward.</p> <p>See 4.1.</p> <p>DBC will work with landowners and stakeholders to determine how development can be brought forward for delivery. This may be achieved through a coordinated delivery approach by multiple landowners. It is too early at this stage to consider whether compulsory purchasing will be necessary but it is a lengthy process and not considered lightly.</p> <p>Contributions towards indoor and outdoor sports facilities will be secured via the Community Infrastructure Levy. Community space and facilities directly associated with the development of Strategic and Local Allocations will be secured via s106 or alternative measures. Delivery will be informed by the evidence base for the Local Planning Framework, including the Outdoor Leisure Facilities</p>	<p>7.2 [Viability] The masterplan will not necessarily....needs. <u>As sites come forward for development through the planning process, more detailed assessments and feasibility studies will be required with appropriate mitigation.</u></p> <p>7.3 Further Studies-Work</p> <p>7.3 Whilst it is not possible....all modes of travel. Safeguarding Retention of land that may ...</p> <p>7.3 Schools</p> <p>Dacorum Borough Council.....providing new <u>primary</u> school</p> <p>...current schools in the area and <u>or</u> providing a new school.</p> <p>Any proposed <u>school</u> location...</p> <p>7.3 ADD <u>Hertfordshire County Council has not identified the need for a new secondary school in this area as a result of the development proposed in the Two Waters Masterplan Guidance.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.7 Concerns over the future of Sunnyside Rural Trust</p> <p>10.8 Would like to see clear independent studies to support assumptions made in the Masterplan</p> <p>10.9 Next steps should include revisions to the Masterplan taking into account feedback from residents</p> <p>10.10 Concerns that stakeholders and developer input holds more weight than residents</p> <p>10.11 Concerns that the Masterplan will be undermined by developers</p>	<p>Study (2014) and Playing Pitch Strategy and Action Plan (2015). See 1.13</p> <p>The development of the Two Waters masterplan has been informed by a robust evidence base comprising; an urban design, transport and movement and viability analysis. This can be viewed at www.dacorum.gov.uk/regeneration. Or contact regeneration@dacorum.gov.uk and request a copy to be emailed.</p> <p>The feedback from this third round of consultation will be evaluated and will be used to inform the final amendments to the Two Waters Masterplan. Proposed amendments are outlined in this report.</p> <p>Each comment made by residents through the consultation process has been recorded, considered and responded to. The development of the masterplan has been informed through this process.</p> <p>Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified</p>	<p><u>7.3 ADD</u></p> <p><u>Other Infrastructure</u> <u>The Council works closely with a wide range of infrastructure providers to ensure that necessary infrastructure is provided alongside new development and that the information we have on the types of infrastructure needed to support development is up-to-date. This includes working with those organisations responsible for roads, public transport, education, health, water supply, sewerage and power.</u></p> <p><u>The new Local Plan must ensure the delivery of infrastructure in a timely and phased manner. This will enable new residents' access to the right services and facilities and reduce more negative effects on existing communities.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.12 Money should be spent refurbishing derelict areas of Hemel Hempstead rather than building in Two Waters.</p> <p>10.13 Reassurances needed that local residents will get priority for new housing</p>	<p>planning requirements and other relevant policies and guidance.</p> <p>The Masterplan Guidance forms part of the evidence base for the forthcoming Local Plan Review anticipated for 2019. It is expected that the document will be initially adopted by the Council as a planning statement. Following adoption of the Local Plan in 2019, the Masterplan will then be adopted as a supplementary planning document. Proposals for new development will be expected to follow its guidance and it will be material consideration in the determination of planning applications.</p> <p>The Two Waters area has been subject to developer interest and several planning applications for significant numbers of units have been determined in recent years. A Masterplan is an essential tool to ensure development is coordinated and delivers local and strategic improvements to support an attractive, sustainable and balanced environment.</p> <p>The masterplan is not able to set eligibility criteria for who will be able to purchase new homes within the Two Waters area. It does set out that development should</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.14 Masterplan should be subject to a local referendum</p> <p>10.15 Concerns over how Boxmoors 'sense of place' will be protected</p> <p>10.16 Concrete actions in terms of traffic impact management, researching what types of residential are in demand and clear plans for health care provision.</p>	<p>deliver 35% affordable housing in accordance with Core Strategy Policy CS19. The Two Waters Masterplan has been subject to extensive consultation which has shaped its development and the final guidance is informed by the feedback received from local residents. It is not proposed to hold a local referendum. Further consultation will take place on individual developments as part of the planning application consent process.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Buildings will need to carefully consider and minimise impacts on the surrounding streetscape and views across the moors through the use of high quality design and materials.</p> <p>The masterplan sets out transport and parking guidance for each of the development sites, plus the overarching transport and movement strategy. Further transport assessments will follow as part of the planning application process. The viability assessment undertaken to inform the masterplan considered block layouts, indicative floor space of future</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.17 Masterplan should specify that planning applications should be required to demonstrate measurable net gain in biodiversity</p> <p>10.18 Concerns over the future of current employment land</p>	<p>development and demand for housing in the area. Further viability appraisals will take place as sites come forward for development. Consultation with key service providers including NHS Herts Valleys Clinical Commissioning Group will form part of the delivery phase. Development contributions will be sought towards health care and other infrastructure provision.</p> <p>Detailed assessments of each development site will be undertaken as part of the planning consent process. These will identify habitats and species of special interest and any protection or mitigation measures required. Development will be expected to contribute towards environmental improvements both to the immediate and wider area.</p> <p>There are large areas of redundant employment land within the Two Waters area. These land uses limit activity and detract from the quality of the built environment, by restricting access and interaction with local streets. Consideration of existing and future employment land needs forms part of the review for the Single Local Plan. Further information is available at</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	10.19 Would like clearer ideas of timetable	<p>www.dacorum.gov.uk/planning-development, within the South West Herts Economy Study (February 2016) and forthcoming Employment Land Availability Assessment.</p> <p>The Two Waters masterplan will be adopted as a supplementary planning document with the new Local Plan, anticipated in 2019. While DBC will work with landowners to support development being brought forward, ultimately the delivery timetable is dependent on the overall strength of the local and regional economies and property markets.</p>	
Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?	<p>11.1 Suggested trees to screen Box Moor Trust land from London Rd.</p> <p>11.2 Green corridor could be enhanced by improving the link across the Magic Roundabout</p>	<p>Development will be expected to contribute towards environmental improvements both to the immediate and wider area. DBC will work with developers and the Box Moor Trust to ensure that the proposals for these sensitive areas are appropriate.</p> <p>The Plough 'magic' roundabout is outside of the scope of the masterplan. DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.3 Building proposals are too high</p> <p>11.4 There should be an iconic cultural development</p> <p>11.5 There has been no feedback from other consultations</p> <p>11.6 How can local residents continue to make their views known in cooperation with DBC?</p> <p>11.7 Cycle routes are important</p>	<p>See 1.8</p> <p>The locations of landmark buildings are identified within the development sites guidance chapter of the masterplan. Historic, archaeological and environmental development is also recognised within the guidance principle. Feedback from round one consultation (held between 4 and 5 November 2016) and round two (held on 26 January 2017) is available on the DBC website at www.dacorum.gov.uk/home/regeneration. The report from phase 3 consultation will be published following Cabinet approval.</p> <p>Consultation on individual development sites will take place as part of the planning application process.</p> <p>Improvements to the cycle network will be a key component of sustainable transport measures through the Two Waters area. This will include enhancements to existing and new connections to link development sites with destinations such as the town centre and station.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.8 What will be the result of this feedback</p> <p>11.9 How will the increase in air pollution be addressed?</p> <p>11.10 Alternative provision for Sunnyside Rural Trust needs to be identified</p> <p>11.11 What will happen with planning applications that have already been submitted?</p> <p>11.12 A clearer understanding of the proposed developers and increased transparency re their business interests</p>	<p>The feedback from the third round of consultation will be assessed and responses recorded. Final amendments will then be made to the Two Waters Masterplan prior to its publication. Proposed amendments are outlined in this report.</p> <p>See 4.5</p> <p>See 1.13</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report will consider existing guidance provided by the Core Strategy and policies of the Local Plan</p> <p>It is not the role of the masterplan to propose developers for any of the sites within the Two Waters area.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.13 Suggestion of extending Frogmore Rd to Sainsbury's and restricting traffic turning right</p> <p>11.14 Open up all DBC proposals for public debate</p> <p>11.15 Park and ride facility should be considered</p> <p>11.16 'proper' parking restrictions needed around the station</p>	<p>This is not currently proposed. Further traffic assessments will take place at detailed design stage. Additional proposals will be considered as part of the development of HCC's Growth and Transport Plan for South West Hertfordshire.</p> <p>The masterplan has been subject to an extensive public consultation process in accordance with DBC's Statement of Community Involvement (SCI, 2016) where residents and stakeholders have been able to comment on emerging proposals and help shape the final document.</p> <p>Whilst this is outside the scope of the masterplan, further opportunities to reduce traffic congestion will be explored by DBC and HCC as part of the implementation phase and through the development of the Growth and Transport Plan for South West Hertfordshire.</p> <p>It is expected that new controlled parking zones will form part of each development site. The parking needs of station users will be considered at the detailed design stage and advice sought from Network Rail.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.17 Relocate the station to the current bus depot site</p> <p>11.18 Rethink boundaries and avoid building right up to existing housing</p> <p>11.19 Provision for the future of electric cars i.e. Infrastructure for electric charging points at every parking space</p> <p>11.20 Suggested shared surface on the older streets, perhaps make Winifred Road and Weymouth Street one way, introduce a parking system that helps residents park where they live.</p> <p>11.21 The Masterplan should recognise renewable energy in its requirements and make Hemel Hempstead known for its will of carbon neutral ideologies.</p>	<p>A preference to relocate has not been raised by Network Rail within any discussions</p> <p>The boundaries of development sites have been identified from an assessment of existing land uses and opportunities for new uses. The layouts of buildings will be considered at detailed design stage.</p> <p>See 4.12</p> <p>These highway changes are outside the scope of the Two Waters masterplan. See question 6 regarding residents' parking.</p> <p>The design guidance for each development site highlights the requirement to consider sustainable building designs, such as efficient and renewable energy systems, water conservation, reduction/reuse and recycling of waste water.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.22 Current bus routes in the town don't deliver direct journeys at times that people need, would like to see concrete evidence of how DBC think this can be changed.</p> <p>11.23 Traffic congestion and air pollution must be taken into consideration</p> <p>11.24 The document is poorly written with too much jargon making it difficult to understand</p> <p>11.25 The bridge widening on Durrants Hill lane is shown at the wrong bridge.</p> <p>11.26 The new canal bridge – Is there a desire line for this?</p> <p>11.27 Some residents in Boxmoor have grazing rights that come with their housing</p>	<p>See 4.3</p> <p>See 4.1 & 4.5</p> <p>The masterplan is a technical document and uses terminology recognised within the planning sector. Where possible terminology will be simplified.</p> <p>Noted, the widening proposal is for the single carriageway bridge on Durrants Hill Road.</p> <p>An indicative location is shown on figure 25, within site 4. This will connect to a new pedestrian and cycle routes and the canal towpath.</p> <p>It is an objective of the masterplan to protect the semi-rural farmland of the moors currently used for grazing.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.28 The cycle parking standards for railway interchange are woefully low.</p> <p>11.29 It is difficult to cycle to the retail units from the housing on the north east side of the canal, Durrants Hill Road and Red Lion Lane are the only crossing points and it makes for a long journey.</p> <p>11.30 Suggested that the bridge at Apsley Station be opened up on the other side through the public right of way through the golf course for faster access for pedestrians to the manor estate and aspen park</p> <p>11.31 Bridges over London Road rather than numerous road level crossings</p>	<p>The emerging Station Gateway Masterplan Supplementary Planning Document will consider this matter further in collaboration with key stakeholders including DBC, Network Rail and Abellio. Further information on this report will be found on www.dacorum.gov.uk/regeneration .</p> <p>The masterplan proposes a new bridge crossing the canal within site 4. This will connect to a new pedestrian and cycle route to London Road providing access to the retail units.</p> <p>Further discussion will take place with Network Rail on vehicle and pedestrian access to the stations. Whilst this is not currently identified as an objective, all development will contribute towards sustainable transport measures within the wider Two Waters area.</p> <p>This has not been raised by HCC as part of their requirements.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.32 Work with local businesses to provide solutions to problems i.e. car sharing, improved parking facilities, flexi time to alleviate rush hour traffic</p> <p>11.33 Space for a church building around development sites 1-3</p> <p>11.34 The plans miss out many of the public rights of way in the area, this is likely to result in missed opportunities for improving sustainable transport links, particularly walking and cycling</p> <p>11.35 A 3D or virtual model that shows the whole scheme</p> <p>11.36 What evidence of housing needs is there?</p>	<p>DBC is working with HCC to assess the potential for a more holistic approach to transport to be embedded within HCC's forthcoming Growth and Transport Plan for South West Hertfordshire. Whilst the masterplan will not be able to fully resolve the area's transport issues it could have a role in delivering elements of these</p> <p>This is covered under the Core Strategy policy CS23 which encourages the provision of social infrastructure (which includes places of worship) in accessible locations.</p> <p>Noted, the masterplan illustrates the main pedestrian and cyclist routes and key proposals for improvements. This will be updated to include public rights of way. These will be looked at in more detail at the next stage of the development process in consultation with DBC and HCC.</p> <p>This is unlikely to be possible as sites will come forward individually through the phasing plan and developer interest.</p> <p>There is a very high housing need within Dacorum – indicated by a current</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.37 The sites should not be considered in isolation from the rest particularly in respect of congestion mitigation</p> <p>11.38 Has due attention been given to flood risk in the areas adjacent to the canal, rivers and moor?</p> <p>11.39 How will this plan be funded?</p>	<p>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.</p> <p>See 11.32</p> <p>See EAs response under stakeholders</p> <p>It is expected that private finance will be necessary to bring forward the development opportunities. Viability and deliverability of potential development</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.40 Why have we not been consulted on this?</p> <p>11.41 Hardcopy of masterplan not available to purchase.</p>	<p>sites have been considered and assessed during the preparation of the masterplan.</p> <p>See 11.14</p> <p>Hardcopies of the masterplan were available at the deposit points in Hemel Hempstead, Berkhamsted and Tring and at Hemel Hempstead library. Respondents were welcome to print out copies of the documents if they wished to do so. Hemel Hempstead library provides printing facilities and free computer access.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
<p>Additional changes not covered in the above sections</p>			<p>Figure 5 will be amended to include views from higher lands in the Chilterns AONB.</p> <p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited [ADD FOOTNOTE] or current Train Operating Company.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to DBC's parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> • <u>Explore</u> lower parking provision to encourage use of sustainable travel modes. <p>Additional wording to section 2.5.6: ...to avoid a detrimental impact on surrounding streets. <u>In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p> <p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for recreation and biodiversity, whilst industrial land, large retail units and significant transport <u>strategic, high volume roads infrastructure</u> detract from <u>dominate the key gateways into the area's, detracting attention from its character and restricting walking and cycling movement through the car-led environment.</u></p> <p>Reference to residential neighbourhoods to be changed to residential areas on figure 12.</p> <p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>Waters area is of considerable significance in terms of the history of paper manufacturing and includes the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> • <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Page 2 image: De-haze</p> <p>Section 1.4 The Masterplan Guidance forms part of ...<u>anticipated for adoption</u> in 2019.</p> <p>1.6.2 Hemel Hempstead was developed as apopulation of around 94,93287,000 ONS Census 2011.</p> <p>1.6.2 The town was developeda series of districts <u>neighbourhoods</u> focussed around an existing a parade of shops.</p> <p>1.7 The adopted DBC developmentDacorum Core Strategy</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>(September 2013), <u>Site Allocations DPD (July 2017)</u> and the <u>Emerging Site Allocations DPD Policies Map (July 2017)</u>.</p> <p>DBC is currently preparing....and modifications (December 2016) DBC's adopted Site Allocations Development Plan Document identifies.....</p> <p>1.7 Delete 'new proposal' from bullet points 4 & 5.</p> <p>1.7 DBC is also...adopting a<u>this Plan</u> in 2019.</p> <p>1.7 Whilst technically the adopted allocationspolicies and guidance. <u>The aim will be to incorporate the aims and objectives of this planning statement into the new Local Plan.</u></p> <p>1.7 Whilst already ambitious....review of the <u>Core Strategy (new Local Plan process)</u>. following completion of the emerging Site Allocations Local Plan</p> <p>1.7 Along with <u>the need to meet meeting</u> housing targets <u>DBC will</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>need to consider the <u>is committed to</u> the wider regeneration</p> <p>1.7 The Two Waters Masterplan Guidance adopts a proactive approach to <u>contribute towards housing need</u> delivering the Borough's housing need and manage <u>managing</u> growth in a manner</p> <p>Page 12 images – Change to front cover of Site Allocations DPD rather than Strategic Framework covers.</p> <p>2.2 There are a number ofthat should be considered <u>conserved</u>.</p> <p>2.4 Land having between a 1 in 100 and 1 in 100 <u>(2a and 2b)....</u></p> <p>2.5 This is <u>also</u> compounded by the distance....</p> <p>2.5 Whilst the towpath unpaved making it is-less suitable for walking and cycling when <u>it is wet or</u> dark.</p> <p>ALL relevant figures – Arrow 'To Aylesbury' change to 'To Berkhamsted, Tring, Aylesbury'</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Figure 11: Arrow adjacent to A41 south – delete arrow sitting in the middle of the key.</p> <p>2.5.5 Parking standards areDBLP (2004) and are contained in.....as residential parking standards by accessibility standards are specified specifically. <u>These are currently being reviewed. The latest parking standards will be applicable to all development in the Two Waters area.</u></p> <p>2.5.6 Controlled Parking Zones “A” covers Two Waters Road while Controlled Parking Zone “R” covers and sections of London Road, Stranding Rise and Roughdown Road.</p> <p>2.6.1 [Residential] Given its locationand develop enhance.</p> <p>2.6.1 [Residential] The exception to this would bewhere a reduced car parking provision near the town centre-could be considered....enhanced public transport.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>2.6.1 [Residential] The key development sitesimprove values across the area.</p> <p>2.6.1 [Employment/Office] There is limited scope foroffice space. which is more likely to beexisting office stock.</p> <p>2.6.1 [Retail and Leisure] The town's retail core....with recent improvements to the retail offer planned. Including planned improvements to the retail and leisure offer.</p> <p>2.6.1 [Retail and Leisure] Given the above ... increased population. through the new residential developments.</p> <p>2.6.1 [Retail and Leisure] The basket food sector....which is in contrast to the larger format store market.</p> <p>2.6.2 The viability of the Development Sitesdue to changing dynamic market conditions...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>3.1 [Weaknesses & Constraints] include new bullet point</p> <ul style="list-style-type: none"> • <u>Contains older parts of the town.</u> • Existing utilities infrastructure and <u>viability considerations around contamination in parts of the study area.</u> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>3.2 [Strengths & Opportunities]</p> <ul style="list-style-type: none"> • Established sustainable mixed-used-developmentrailway stations with more sustainable locations. the potential.....parking standards. • Enhance the amenity of London Road....improving the <u>Apsley high street area.</u>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<ul style="list-style-type: none"> • Improve Two Waters Road/London Road junction for pedestrian/cyclists. • Lower parking provision Encourage use of sustainable travel modes to <u>deliver modal shift</u>. <p>Figure 13: Clarify what the dark green next to Durrants Hill Rd represents.</p> <p>Include illustrations/example pictures representing a range of heights proposed in the masterplan.</p>

Appendix B:

Summary of Stakeholder Comments and the Council's Responses

This section should be read in conjunction with Section 5: Key Consultation Themes and DBC responses which provides more detailed responses to many of the comments below.

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Buckinghamshire County Council (BCC)</p> <ul style="list-style-type: none"> The Draft Two Waters Masterplan Guidance document does not specify the number of homes planned for the Masterplan area, so it is difficult to give specific education comments on the scheme at this stage. The document states that Dacorum Borough Council (DBC) and Hertfordshire County Council (HCC) will need to explore options for providing additional school places. BCC would take a similar approach and would support any future proposals that would enable the Borough to meet its sufficiency duty and not negatively impact on Buckinghamshire schools. Currently a number of Bucks resident primary and secondary pupils attend schools in the Borough of Dacorum. Similarly, a number of Dacorum resident primary and secondary pupils attend schools in Bucks (predominantly secondary school pupils). Proposed growth in both Buckinghamshire and Dacorum is likely to increase demand for school places and have an impact on education movements between the two areas. BCC would therefore need to consider any future proposal with regard to its impact on schools and residents in Buckinghamshire. BCC would want to have further engagement with DBC in order to better understand the proposals for this area, including the number of homes planned for the Masterplan area; specific education provisions proposed to meet needs 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth.</p> <p>We are happy to arrange a specific meeting between DBC and the BCC and HCC to be satisfied that appropriate schooling provision could be made.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>generated by the Masterplan proposals; and any other relevant mitigation measures.</p>		
<p>CPRE Herts</p> <ul style="list-style-type: none"> • Concerns regarding the methodology of calculating reference to Housing Targets. • Despite uncertainty about the scale of housing development that will be proposed in the new Local Plan in due course, there is little doubt that there will be great pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum, in line with emerging Government policy. For this reason the Two Waters Masterplan should place greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area, and this emphasis should not be limited to the individual development sites included in the current consultation. To encourage this, the guidance should set out minimum dwelling densities for the proposed residential-only sites within the Masterplan area, and minimum dwelling targets for the mixed use areas. • Care should still be taken to ensure that the height and design of new buildings does not have a significant detrimental effect on residents of neighbouring properties and on the townscape of this part of Hemel Hempstead which is an important gateway to the town. • Concerns re traffic generated by new development and those developments already underway. • Development should consider scale, and should not damage the local environment, and be sustainable. 	<p>Noted. There is 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). The new Local Plan process will ultimately set the housing target for Dacorum up until 2036.</p> <p>The development sites have been identified as being the areas which have the most opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>Further consideration will be given to transport through transport assessments and borough wide modelling to support the new Local Plan.</p>	
<p>Chiltern Society</p>		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • Retention and expansion of open space and green environment especially Boxmoor. Linking of the Boxmoor area more clearly with Sites 3 and 4 by providing pedestrian access over Two Waters Road and the opening up and enhancement of the Durrants Lakes will protect this area and make it a more accessible amenity for all. • Development should be constrained by area, and the 4 development sites are noted and should not be exceeded. • A key issue is the height of development, which should be consistent with the majority of surrounding buildings and should not block the skyline from the surrounding wider area, being Green Belt and AONB further towards the west and north. • The new residents of the proposed 6 storey housing blocks should be taken into account when looking at the future of the stations. • Apsley station should be retained in view of the proposed increase of population near to the station, most of whom will be commuters. • Transport and parking. There is a wider impact of traffic congestion for the borough as a whole, and this applies to road congestion and rail capacity. Any idea of amalgamating Hemel Hempstead station with Apsley must not only take account of Network Rail's demands but recognise and address the chronic car parking shortage at these stations, both of which are full before 08:00am. With the increase of up to 9,000 new properties in the borough (Core Strategy indication), this will only increase because of the desirability of Dacorum as a commuter area. • A strategic plan for the changing landscape and needs of Dacorum with the large increase in residential development, 	<p>Noted. The development sites have been identified as being those with the greatest opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>There is 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. Maximising the potential for construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres as well as to reduce the possible impact and loss of Greenbelt land for development.</p> <p>The masterplan does not propose to change the location of the two stations in Hemel Hempstead. Parking at both stations are in the control of Network Rail and the service provider and are likely to</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>and therefore population, needs to protect all existing open space and should enhance and improve the open space.</p> <ul style="list-style-type: none"> In view of the appalling tragedy of Grenfell Tower, building above 6 storeys should not be considered. Local fire equipment will not provide the necessary cover for anything above this. 	<p>remain commercially led. DBC will be working with relevant organisations and departments to facilitate the provision of relevant infrastructure, such as car parking and sustainable transport provision.</p> <p>The emerging new Local Plan will develop a vision, objectives and policies for the whole of Dacorum up until 2036. This aims to balance growth needs against other designations, such as open spaces, Green Belt or AONB.</p>	
<p>Chilterns Conservation Board</p> <ul style="list-style-type: none"> The draft masterplan fails to mention that the River Bulbourne and River Gade are chalk streams, which are home to some of our most threatened plants and animals. The impact on the chalk stream of the development proposals in the Two Waters masterplan must be carefully assessed. The Board has particular concerns about site 3 and the lower half of site 4. There appears to be little consideration for the Rivers Gade or Bulbourne. The proposal to build up to buildings of up to 6 storeys on what is currently floodplain meadow should be looked at from an ecological perspective as well flood risk High rise building in the setting of the Chilterns AONB could harm the AONB. The viewpoints on Figure 5 identify two wider viewpoints, both from the town, and should also include views from higher land in the Chilterns AONB, a nationally protected landscape. 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology, the setting of the AONB and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p>	<p>Reference to be added to section 5.3.5 acknowledge that: ...provide ecological enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p>
<p>Countryside Access Officer – DBC</p>		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> Plans depicting the current public rights of way network which do not appear to have been included in the 'Transport & Movement' section of the document. There is considerable scope to incorporate improvements to existing routes, including inevitable diversions, to improve sustainable transport through the study area. Ideally a non-vehicular shared pedestrian-cycle route linking residents to the stations and minimising road crossings. 	<p>Noted. We recognise the need for the right infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, 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 development mitigation should also be considered.</p>	<p>Add Public Rights of Way network to Transport and Movement section (Figure 17).</p>
<p>Environment Agency</p> <ul style="list-style-type: none"> We agree that the moors, Grand Union Canal, River Bulbourne and the River Gade provide valuable opportunities for quality recreation and biodiversity. It is essential that the quality and quantity of water in the environment is properly safeguarded. Environment Agency would seek the implementation of Actions and Mitigation Measures identified in the update of the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade for the extent these water bodies pass through the proposed development area, and for at least 1km upstream and downstream the area. <p>Flood risk: General comments for all sites within the masterplan</p> <ul style="list-style-type: none"> Latest climate change allowances will need to be taken in to account for new developments. Level-for-level volume-for-volume floodplain compensation will be required for any increased built footprint in the 1 in 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be completed and for consideration to be given to the existence of flood zone designations, the need for SuDs and buffer zones to aid habitat continuity.</p>	<p>Reference to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>100 year plus climate change floodplain, such development should be avoided regardless through sequential planning.</p> <ul style="list-style-type: none"> • At least an 8 metre undeveloped buffer should be left along rivers, to ensure riparian habitat continuity and access for maintenance. • Any development should be supportive of ongoing river and floodplain restoration of the Gade and Bulbourne in the area, and work with catchment partnership. Developer buy-in to improving the riparian environment, and implement river basin management plan 1-2km upstream and downstream of the site allocations. <p>Site 1 & 2</p> <ul style="list-style-type: none"> • We have no fluvial flood risk concerns as both these sites are located outside of the flood plain. <p>Site 3</p> <ul style="list-style-type: none"> • New development may constrict the riparian corridor, as the site is currently mostly undeveloped green space. New development may reduce the habitat continuity along the Bulbourne and all new proposals should ensure a suitable natural buffer strip is proposed. • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. • Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible. <p>Site 4</p> <ul style="list-style-type: none"> • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. 		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible 		
<p>Hertfordshire County Council: Education</p> <p>Further to our previous representations dated 17/11/16 and 03/04/17, we have the following comments to make.</p> <p>Land Use – School</p> <ul style="list-style-type: none"> The size and number of schools required will be determined by the number of residential units proposed within the master plan area. The masterplan area falls within the SE Hemel Hempstead primary planning area. In this area, there is a concentration of demand where the number of children significantly exceeds the number of available school places. To help ease this concentration of demand, Belswain Primary was temporarily expanded to 2FE in 2016. Although the primary forecast can only show projected pupil numbers up to 4 years ahead, the latest forecast shows an increase in demand for school places in South East Hemel as well as across the whole of Hemel town. <p>Site 3</p> <ul style="list-style-type: none"> The inclusion of a potential drop off zone to serve the new primary school shown in site 4 is welcomed, subject to further feasibility studies being undertaken by DBC and HCC. <p>Site 4 <i>Para 6.4.3</i></p> <ul style="list-style-type: none"> The inclusion of land to provide a 2FE primary school, together with open space and drop off zones is welcomed, 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth. We will continue such discussions as the new Local Plan emerges.</p> <p>DBC and HCC recognise the need for the right infrastructure package to help support employment and housing growth. DBC is exploring external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>subject to further consultation with DBC regarding proposed housing numbers and feasibility work.</p>		
<p>Hertfordshire County Council: Lead Local Flood Authority</p> <ul style="list-style-type: none"> • Future development in the area must consider flood risk from all sources and the risk of flooding should be minimised through appropriate management. As the Lead Local Flood Authority we will assess the drainage assessment and Flood Risk assessments for major planning applications. • A surface water drainage assessment should be carried out to demonstrate that the proposed development will not create an increased risk of flooding from surface water to the development site and the surrounding area. It should be carried out in accordance with the NPPF and the NPPG. • We would expect development to demonstrate that the surface water drainage can be managed in a sustainable manner, giving priority to above ground storage and source control. By giving preference to infiltration, then discharge to a watercourse thereafter to a surface water sewer. • Any FRA submitted to support any future planning applications should demonstrate that the proposed drainage system can be designed to cater within the site for the post development surface water run-off rates and volumes for its lifetime and for all rainfall events up to and including the 1 in 100 year rainfall event + 40% allowance for climate change. • The FRA should also demonstrate that any existing areas of surface water flood risk can be managed within the site without increasing flood risk elsewhere. • Where it will be proposed to infiltrate, detailed assessment of ground conditions should be provided with groundwater 	<p>Noted. Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed. A Strategic Flood Risk Assessment is going to be commissioned for Three Rivers and Dacorum which will also support the new Local Plan.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>levels, permeability of the underlying geology, with infiltration tests carried out in accordance BRE Digest 365. The FRA should also demonstrate that there will be sufficient surface water quality treatment by implementing an appropriate amount of water quality treatment stages through the use of SuDS.</p> <ul style="list-style-type: none"> • Please note there are ordinary watercourses within the Two Water area. Any works proposed to the ordinary watercourses that affect the flow within the channel will require the prior written consent from the Lead Local Flood Authority. This includes all temporary and permanent works such as dams, culverts, weirs etc. the Grand Union Canal is also classified as an Ordinary Watercourse. • The River Bulbourne is classified as Main River; we would recommend consulting the Environment Agency in matters relating to water quality and fluvial flooding. 	<p>completed and for consideration to be given to the existence of flood zone designations or the need for SuDs, etc.</p>	
<p>Hertfordshire County Council: Natural, Historic and Built Environment Advisory Team</p> <ul style="list-style-type: none"> • Future planning applications includes a requirement for an archaeological desk-based assessment. Whilst we welcome the inclusion of the historic environment in the list, we recommend that this office is consulted with regard to the scope of any required archaeological investigations. • Heritage assets should be established and this may include archaeological evaluation as well as a desk-based assessment. • Masterplan must consider the historic environment appropriately. The historic environment/heritage assets include both below ground archaeological remains as well as historic buildings, landscapes and landscape features. In this 	<p>Noted. Planning applications will need to meet our local validation checklist. Where relevant, we will notify statutory consultees of applications where designations are known. Weekly lists of live planning applications are available from our website.</p>	<p>Add reference in paragraph 5.1.4 to Para 5.1.4. – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>instance this may include (but not be limited to) the Grand Union Canal and any associated features/furniture.</p> <ul style="list-style-type: none"> Provision should also be made for the identification of currently unknown heritage assets and their consideration of their significance. 		
<p>Hertfordshire Police – Traffic Management</p> <ul style="list-style-type: none"> No objection. 	Noted.	
<p>Historic England</p> <ul style="list-style-type: none"> An appreciation of the historical context of a place for which change is planned is of considerable importance in ensuring successful design. The masterplan would benefit from the greater inclusion of historic environment into its aspirations and objectives. Recommend that where the masterplan refers to ‘heritage’ or ‘built assets’, it instead uses the term ‘historic environment, in line with the accepted terminology in the NPPF. To properly summarise the interesting and varied elements of the historic environment found within the Study Area, more content is required than referenced Grade II listed terraces at Corner Hall. Roman period archaeological site not mentioned in site 1 overarching summary, neither are any other listed buildings or (if appropriate) non-designated heritage assets. Recommendation is that this information and any accompanying imagery could be better presented if ‘heritage’ had its own discrete section, or if the current combined section were enlarged to cover more than one page. 	<p>Noted. The historic environment is one of many important factors that the objectives need to respond to. However, the objectives provide reference to the historic environment within objectives 4 and 7.</p> <p>Roman period archaeological site in site 1 is already adequately referred to in figure 22 and paragraph 6. 1.23.</p> <p>There is sufficient reference to heritage throughout the document.</p> <p>Wording changes will be made to some sections based on your feedback.</p>	<p>Proposed change to vision: New development with supporting infrastructure will be of the highest design quality, integrates with existing areas. <u>It will also neighbourhoods that respect and enhances its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>Additional wording to para 6.4.17: wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • No reference to the presence of John Dickinson’s Frogmore Paper Mill and its existing heritage amenities, including the ‘Paper Trail’ and museum, which are within the Study Area. The plan should ideally include consideration of ways in which this asset and its significance can be enhanced and better revealed as part of any new public realm or open space, and also the wider regeneration of the Two Waters area more generally. Its omission from long term planning in this area would be an unfortunate missed opportunity in terms of enhancing not only the historic character of the area, but also the area’s potential to attract tourism and foster additional economic activity. • We are pleased to note the masterplan’s focus on the improvement of the public realm and streetscape in terms of placemaking, as identified in section 3.2. We acknowledge there is a large range of building types, including those which are designated heritage assets, in the Study Area, as highlighted in Section 3.1. This diversity of form will require detailed consideration in any future development proposals in the Study Area. It is important, however, that the masterplan includes the Grade II* listed Snatchup End Cottages and other heritage assets in the area (15 Grade II listed buildings) as potential opportunities for enhancement in Section 3.2, relating future development within the Study Area to its historic character and context, and using that context to inspire successful future designs. With that in mind, we suggest also that section 4.1 also includes an aspiration to encourage the use of and access to heritage assets and the historic environment, as well as to the countryside. • In Section 4.2, the wording of point 7 could benefit from rewording along the lines of “Enhance and better reveal the 		<p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two Waters area is of considerable significance in terms of the history of paper manufacturing and includes the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> • <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Proposed changes to section 4.2: <u>Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place</u> Enhance and Better Reveal Two Waters’ Heritage, Landmarks and Green Spaces</p> <p>Additional wording to section 5.1.1: ...relationships with existing development. <u>This should also include achieving a high quality of</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place”</p> <ul style="list-style-type: none"> • Welcome focus in Section 5.1 on ensuring high quality design for new buildings, recommend that equal importance is placed on the design quality of new public realm and infrastructure. • Section 6.0 could also make reference to Historic England’s Streets for All guidance (https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/) for public realm improvements, alongside the Manual for Streets and county design guidance. • In Section 6.3 - Site 3 under Open Space and Heritage, we suggest the inclusion of a requirement that new public realm (Numbered 4 on Figure 24) enhance the setting of the nearby Grade II listed Bell Inn. • It is well established that heritage is not just an adjunct to a healthy economy, it is an important component of growth and a source of employment. We therefore welcome the inclusion, in Section 7.1, of a requirement for new development to contribute towards delivering infrastructure improvements in the Two Waters area through CIL and Section 106. The Localism Act allows CIL to be used for the maintenance and on-going costs associated with a range of heritage assets including, for example, transport infrastructure such as historic bridges, green and social infrastructure such as historic parks and gardens, civic spaces and public places. Historic England encourages charging authorities to consider identifying the ways in which CIL, and S106 agreements can be used to implement local planning policy and proposals relating to the conservation of the 		<p><u>new public realm and infrastructure.</u></p> <p>Additional wording to Section 6: Design Guidance ...specialist service vehicles and lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p> <p>Open space and Historic Environment (section 6.3.2- Design Guidance)</p> <ul style="list-style-type: none"> • <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p>

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<p>historic environment, heritage assets and their setting. This will help the SPD to satisfy national planning policy (NPPF paragraphs 6, 126 and 157). Development specific planning obligations and S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets.</p>		
<p>Lumiere Developments (landowner)</p> <ul style="list-style-type: none"> • The draft Guidance fails to take into account the purpose for a Masterplan and various crucial factors which have resulted in flaws in numerous sections of the document. The draft Guidance does not discuss viability sufficiently and has failed to address the Vision and Objectives specified. The draft Guidance concludes that the proposal is viable, however no sufficient investigation or assessment has been conducted. • The Masterplan is considered to rely too greatly on existing routes and desire lines as opposed to holistically changing/removing these to create a much more vibrant pedestrian dominated place to live, work and travel. • Further detail of the proposals is required to assess possible reduced benefit should some of the aspirations in the draft Guidance not be viable or achievable. While the funding approach is considered most likely and most appropriate, the level of detail in the masterplan does not evidence its viability. • There is no formal viability report with quantitative data on land values, cost of construction, gross development values or costs of proposed highways improvements. There are a number of concerns regarding the assumed numbers of housing units, build cost and land values in the Masterplan. 	<p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors including national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. The viability assessment methods adopted is standard market practice for documents of this nature. The Masterplan Guidance provides overarching and site specific guidance for development coming forward. However, potential developers will need to undertake their own further detailed assessments and viability work through the planning process as and when development comes forward for their own proposed development scheme.</p>	

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<ul style="list-style-type: none"> The existing volume of traffic on the network is at capacity and the masterplan should have investigated wholesale alterations so as to remove barriers as opposed to working round existing infrastructure and vehicular desire lines. The Masterplan should go further to create a vibrant, car free environment. There are further concerns regarding the approach to the transport network, traffic flow links, access to the station, bus routes and parking. 	<p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts. See Section 5 above of the main report for further details on Transport and Movement.</p>	
<p>National Grid</p> <ul style="list-style-type: none"> We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation. 	<p>Noted.</p>	
<p>Natural England</p> <ul style="list-style-type: none"> SSSI should be included specifically on the list of constraints. Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by the future populace Given the scale of the development, consideration should also be given to ecological enhancement. The site falls within Natural England's Chalk and Chilterns Focus Area. The chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of chalk grasslands and woodland that is also locally a farmland bird 'hotspot'. As well as its ancient trackways, its sites are increasingly valued and visited by people from expanding towns. We are looking 	<p>Noted. The natural environment is one of many important factors that the Two Waters area need to respond to.</p> <p>We will make wording changes to the document based on your feedback.</p>	<p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Reference to be added to section 5.3 acknowledge that:</p>

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<p>to 'join the dots', ensuring a connected, accessible and robust natural environment along this ridge.</p> <ul style="list-style-type: none"> The development should look to avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. 		<p>...provide ecological enhancements to the east of Two Waters Road and north of London Road. The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments. <u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. The site falls within Natural England's Chalk and Chilterns Focus Area, with the chalk ridge extending from the Chilterns into Hertfordshire. Beyond, is a fragmented landscape of chalk grasslands, woodland, farmland and ancient trackways. These sites are increasingly valued and visited. We would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p>
<p>Network Rail Network Rail owns, maintains, renews and enhances the railway infrastructure in England, Wales and Scotland. Our comments are as follows:</p>	<p>Noted. We will consult with Network Rail as part of ongoing engagement with key consultees, regarding projected growth numbers within Dacorum. The work on</p>	<p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited.</u></p>

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<ul style="list-style-type: none"> • Network Rail is supportive of the proposed draft Two Waters master plan consultation document where it relates to Site 1 - Hemel Hempstead Railway Station. We also support the masterplan’s vision and objectives for future development. • A comprehensive development as envisaged at the station would be subject to railway and regulatory approvals and Network Rail’s processes. • Under 6.1.4 Network Rail would wish to see some increased flexibility to allow for market demand. • Under 6.1.5 it states: “Residential parking for new residential development should be shared with other uses.” Network Rail would have concerns over any shared use of dedicated station parking with residential parking and will require sufficient parking for station customers. • Point 6.1.13 should allow flexibility and the ability to provide underground car parking should this be more appropriate than a multi-storey. • Under 6.1.14 it should be noted that Network Rail is regulated and any development on the site will need to ensure that sufficient station parking is provided to accommodate predicted growth. • It should be noted that there is reference in the document to London Midland as the Train Operating Company, but West Midlands Rail Limited has recently been awarded the franchise and will take over from London Midland in December 2017 for a period of 9 years. • The West Coast Main Line south has capacity issues. • We have projected levels of demand to 2043 to understand how demand may grow over time. In conclusion, future demand continues to increase significantly on the route, with options to increase capacity very limited. In the shorter term, a programme 	<p>housing growth will be progressed through the new Local Plan. To ensure implications on train capacity (both passenger numbers and parking) can be considered by Network Rail.</p> <p>Paragraph 6.1.4 refers to primarily encouraging smaller units as these are more likely to be the type of accommodation coming from high density, urban sites. The approach would allow for other types of units as part of the overall mix.</p> <p>Transport Assessments should cover all alternative means of transport and consider any direct impacts upon Hemel Hempstead or Apsley Stations. Mitigation will be sought by DBC through the planning application process, as appropriate.</p>	<p>Additional wording to Section 6.1.5:</p> <ul style="list-style-type: none"> • Residential parking for new residential development should be shared with other users. <u>Although sufficient parking for station customers will be necessary.</u> <p>Additional wording to paragraph 6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements <u>(and to accommodate predicted growth)</u> with viability of development.</p> <p>Additional wording to paragraph 6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p>

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<p>of train lengthening would help meet some of this demand but at the moment this is a non-committed, unfunded aspiration.</p> <ul style="list-style-type: none"> • HS2 services are available post 2026. We are currently working jointly on whether its introduction will release capacity on the existing rail network and if so, what this may look like. • Implications of development within the Two Waters area and train station capacity for both Stations in terms of passenger numbers and parking. • Transport Assessments should also take into account trip generation data at Railway Stations, including footfall at railway stations and consider developer contribution (either via CIL, S106 or unilateral undertaking) where there is increased numbers of customers resulting from proposals. Location of proposals, accessibility and density of developments should be considered in relation to the railway stations within proposals. 		
<p>St William Homes (agent for landowner)</p> <ul style="list-style-type: none"> • To provide greater clarity, the Council should make it very clear that this document once adopted will provide only limited material weight in decision making. The current text <i>'it should be given material consideration in the determination of planning applications'</i> should be amended to <i>'it will provide some material consideration, although as a Planning Statement in the first instance (prior to the Local Plan review), the weight applied as material is limited'</i>. • The Council should refer to <i>'H/2 National Grid and 339-353 London Road, Hemel Hempstead'</i> as being contained in the SADPD and reflect the 350 homes to be delivered on this site as a minimum. The number of homes assumed is not in conformity with NPPF principle to emphasise delivery of housing on brownfield sites. Therefore the document as it currently stands is inconsistent with planning policy. We 	<p>Noted. The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. These will be reconsidered as part of the new Local Plan process. It is acknowledged that at the planning application stage these matters will be explored further.</p>	<p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to our parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p>

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<p>confirm that the former gasworks site (site 2) alone is proposed to deliver in excess of 350 homes in line with the Council's adopted Site Allocations DPD.</p> <ul style="list-style-type: none"> Reference to Saved Local Plan policy 10 is questioned given that this policy is now considered out of date. The NPPG states that SPD's should build upon and provide more detailed advice or guidance on the policies in the Local Plan. The Council should carefully consider the document's status and its timeframe within the context of the up to date Local Plan. As the document provides guidance only, it is imperative that this is portrayed clearly throughout the document. References to the Site Allocations DPD should reflect its status as an adopted planning document. We support the intention of the residential led approach for the designated London Road Area and particularly support the last paragraph in 2.1 whereby future development will need to <i>'create a more efficient use of land and encourage Two Waters to reach its full potential as a sustainable neighbourhood.'</i> Having undertaken a Topography Study, this shows the levels in Figure 5 to be inaccurate. The levels provide an opportunity to increase the delivery of homes making a more efficient use of the site. The last paragraph in section 2.2.5 should include reference to the review of the Car Parking Standards SPD. Suggested wording for section 2.5.6, paragraph 4 <i>'...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm'</i>. 	<p>The viability undertaken for the Masterplan was 'high level' to inform broad site assumptions. Detailed viability will need to be tested on a site by site basis when detailed plans are progressed. We acknowledge that viability will vary for each site.</p> <p>This Masterplan (and further work being completed for the new Local Plan) explore all opportunities to make effective use of suitable brownfield sites and optimising the proposed density of development (aligned to para 1.39 of the Housing White Paper).</p> <p>The Masterplan will be a material consideration for planning applications. Its status is adequately covered within section 1.4. This work will be progressed further through the emerging new Local Plan. Section 1.7 acknowledges that the Site Allocations DPD allocates the National Grid and 339-353 London Road site as proposal H/2. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the</p>	<p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> <u>Explore</u> lower parking provision to encourage use of sustainable travel modes. <p>Additional wording to section 2.5.6: <u>...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p>

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<ul style="list-style-type: none"> • The NPPF sets out a core planning principle that local planning policies should encourage the effective and efficient use of land by re-using land that has been previously developed. While the reference that the Two Waters area <i>'would be better suited to a mix of apartment led development with a number of houses to create market choice'</i> (Section 2.6.1), wording should be included that emphasises the need for the Council to deliver the quantum of needed new homes without over reliance on Greenbelt land. • Section 2.6.1, paragraph 3 states <i>'we would expect there be limited current market interest to any significant degree in residential units without dedicated parking'</i>. The words <i>'we would expect'</i> are misleading and not based on any evidence. • Our research indicates that purchasers of studio and one bedroom homes do not consider a parking space as being a requirement for sale. Text stating <i>'we would expect...without designated parking. The exception to this would be in respect of development in close'</i> should be deleted and changed to <i>'there may be some limited market interest for a degree of residential units to be without dedicated parking. This would be dependent on type and size of a home and proximity to Hemel Hempstead Station where a reduced car parking provision near the town centre could be considered,'</i> • Section 2.6.2 'Masterplan Guidance Viability Assessment', paragraph 3 makes reference to viability analysis which has been undertaken to underpin provisions in the study. The former uses (and remediation) of the Gas Holder Site makes viability a key issue. The NPPF (specifically paragraph 173) makes it very clear that Plans should be <i>deliverable</i> and have regard to <i>viability</i>; in particular, that sites should not be 	<p>context of relevant national and local policy and guidance documents and site specific issues.</p> <p>DBLP Policy 10 is saved and is considered broadly consistent with NPPF. Its objective to secure sustainable development is applicable in this instance.</p> <p>Figure 5 is based upon Ordnance Survey mapping and is accurately reflected across the Two Waters Area.</p> <p>The Masterplan seeks to guide growth over broad areas of development opportunity. We acknowledge that in reality parcels of individual sites may come forward (as per Proposal H/2 in the Site Allocations DPD). The 123 list is based on information available at the time the CIL was adopted. We accept that the CIL will need to be updated, particularly as we progress a new Local Plan.</p> <p>While the wording in the vision has changed (since the earlier version), the commitment in the Masterplan to residential led mixed use development remains.</p>	

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<p>subject to policy burdens that threaten viably. The design aspirations for the Site 2 (including height guidance) are considered to be unduly prescriptive, would hinder viability and ultimately the delivery of homes on the site.</p> <ul style="list-style-type: none"> • We consider the viability evidence to have a number of flaws: <ul style="list-style-type: none"> ▪ An assumption that all units will be 105 sq.m. ▪ The applied density is considered too low for a centrally located brownfield site (the lowest density of all the sites). ▪ An allowance of £5m has been made for abnormal costs for Site 2. We anticipate that this figure will be significantly higher, especially as high pressure gas infrastructure will need to be re-provided within the site. ▪ Build costs are considered to be low given the emphasis we place on good place-making and landscape led development. • Welcome last paragraph in section 2.6.2 referencing viability, although this should be reference alongside the need to maximise and make best use of brownfield land. • The weaknesses and constraints (section 3.1) are generally supported including reference to <i>'the contamination in parts of the study area'</i>. However previous text noted 'the southern part of the Study area and its impact on development viability'. This text should be reinstated given the unique characteristics and constraints of regenerating a former gasworks site. • Figure 12: suggested that this wording is altered to <i>'Safeguarded Land for Infrastructure'</i>. • Contribution made by brownfield sites to DBC's 5 year housing land supply could be emphasised. 	<p>The statement in section 2.6.1 only seeks to reflect the common approach that the majority of new homes are provided with dedicated parking. There are very few examples of car free development in the Borough. If lower (or no parking) is to be pursued then this will need to be justified in each case.</p> <p>The 2nd paragraph in Section 2.6.1 refers to a mix of apartment led development with a number of houses. The approach in section 6.2.1 is consistent with this.</p> <p>We acknowledge the need to check the building heights mentioned for sites/areas to ensure consistency across the Masterplan (figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p>	

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<ul style="list-style-type: none"> • Bullet points 4 and 22 referring to lower parking provisions are fully supported, although are contradicted in other areas of the document. • Figure 13: Site 2 should be split into two individual sites so that the Masterplan fully accords to the Site Allocations DPD. • The proposed vision (section 4.1) differs to the first draft of the masterplan which stated the Council’s commitment to achieving a <i>‘thriving well connected sustainable neighbourhood’</i>. This has been replaced with: <i>‘Two Waters area will become vibrant mixed use neighbourhoods’</i>. It should be clear that the neighbourhoods will be residential led regeneration in line with Objective 3. • We are in general support with the objectives set out in the Document. In relation to Objective 3 (‘Provide Residential-led Mixed Use Development’), it is suggested that further emphasis is placed on the actual delivery of housing numbers (aligning to the Site Allocations DPD). This appears to conflict with the overall Vision to deliver “vibrant mixed use neighbourhoods’. • Section 5.0 (Overarching Guidance) states that ‘the guidance ensures that <i>‘a range of development forms can be accommodated’</i>; however, section 5.1 and section 6 is overly prescriptive and would not allow for this. • Text contained in 5.1.5, 5.1.6 and 5.1.8 unduly restrict the study area up to 6 storeys and that any level above G+2 to be set back. This blanket approach across contradicts text set out in 5.1.7 and 5.1.9, which references a mix of building forms and references the benefit made from the varied topography of the area. The approach is contrary to the Site Allocations DPD (350 homes), does not take into account specific constraints or opportunities of individual sites or consider viability matters. A more bespoke approach to 		

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<p>heights and a flexible height strategy should be considered. Wording relating to the need for full views analysis and could be added to the guidance document itself.</p> <ul style="list-style-type: none"> • Figure 16 sets out a predominant 3 storey 'limit' across the former gas works site which is contrary to paragraphs 5.1.5 – 5.1.10 and is not justified. The approach to heights as set out in figure 19 is unduly onerous. No evidence of the viewpoint positions has been given, nor has any TVIA been undertaken. • We fully support the encouragement of more sustainable forms of transport (section 5.2). Reference should be made to any infrastructure already included in the Council's CIL Regulation 123 List. • We fully support the flexible approach in paragraph 4 of page 52. However, the flexibility highlighted here contradicts provisions as set out earlier in the document. • Paragraph 6.2.1 states that development will comprise a variety of 1-4 bedroom houses and apartments. This is contrary to paragraph 2.6.1 which emphasis the need for flatted developments. It is suggested that wording within 6.2.1 reflects a steer to flatted development. This should refer to the abnormal costs associated with the redevelopment of site 2 and to its former use and issues concerning site viability. • Figure 23 shows a predominant height of 4 storeys across the site and a small area indicating heights of 6 storeys. There is no specific regard to varying levels/topography on site 2. This Plan should suggest heights are indicative and subject to full site and design analysis as part of the planning application process. There are a number of discrepancies within Figure 23 including: 		

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<ul style="list-style-type: none"> ▪ The proposed railway buffer zone is misleading and located in the wrong place – it should be adjacent to the railway. ▪ The indication of Public Open Space at ‘12’ should be changed to ‘Green Corridor’ ▪ Safeguarded Land needs to be re-labelled to ‘<i>Safeguarded Land for Infrastructure</i>’. ▪ Proposed vehicular route running west to east through the site is questioned. ▪ There is no evidence to uphold established viewpoints across Site 2. 		
<p>Thames Water</p> <ul style="list-style-type: none"> • Thames Water requires further information on the scale and phasing of development in order to understand the potential impact on their processes and the sewerage network. As such Thames Water are keen to work with the Council to advise on waste water infrastructure issues as more information becomes available • The developments demand for sewage treatment and sewerage network infrastructure both on and off site and can it be met • The surface water drainage requirements and flood risk of the area and downstream and can it be met. 	<p>Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed.</p>	

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	Thames Water and DBC are in discussions over whether appropriate levels of infrastructure could be made for the proposed levels of growth. We will continue such discussions as the new Local Plan emerges.	
<p>The Box Moor Trust (landowner)</p> <ul style="list-style-type: none"> Concerns over use of plot ratios rather than numbers of homes proposed per site Concern over proposed inclusion of active frontages within Sites 3 and 4 do not represent a financial viable proposition. Consideration should instead focus on how best to develop these frontages for residential use. Further consideration should be given to expanding existing primary schools. Costs should be accounted for within viability assessments. The canal, the railway and the A41 bypass have already taken large chunks of the Trust's land over the centuries and we are understandably worried about discussion on road widening on Two Waters Rd and the London Rd. The Trust land is at the core of a cohesive approach to the future of Two Waters gateway and the Board is, within reason, enthusiastic to help see the Council's vision achieved. In terms of our long term sustainability, the Plan process conclusions are crucial to us. This latest information, if studied carefully, seems to suggest that construction height and housing unit projections on our land at B&Q and at Two Waters East might substantially affect the development potential and attraction for housing, especially if we provide 35% social housing. As an organisation with the wellbeing of our 100,000 residents at heart we might be in a position to help achieve local targets and thus give local 	<p>Noted. The Masterplan will be a material consideration for planning applications. This work will be progressed further through the emerging new Local Plan, which will seek to carry forward relevant principles and allocate development sites. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the context of relevant national and local policy and guidance documents and site specific issues.</p> <p>Securing active frontages at ground level is accepted as good practice urban design principles. It is likely that we would seek flexibility over the type of uses to ensure they appeal to the market.</p> <p>It is important that there are sufficient school places to accommodate new</p>	

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<p>young people a chance to find housing, but the current allocation of units may not swing the balance from commercial rent potential to housing rent potential. We would hope that the distribution of building heights and numbers will be more flexible because, at present, this new information suggests that the Old Gasworks site and the northern end of Two Waters Rd may have a better development potential.</p>	<p>development. We will be guided by ongoing advice from the County Council regarding how best to meet future school needs, be this expanding existing schools or providing new schools.</p> <p>The Masterplans does not envisage any significant new road schemes. We would anticipate that these would generally involve junction/capacity improvements to the local road network and some new pedestrian/cycle routes. We will be guided by advice from the County Council on the requirements for and nature of these improvements.</p>	
<p>Boxmoor & District Angling Society (tenants on Durrants Hill Lakes, leased by DBC) (also received from Michael Heylin)</p> <ul style="list-style-type: none"> • Timing of consultation clashes with ‘summer holidays’ which is not best practice. Interested parties unable to respond in limited time period. • Questions have been phrased to obtain positive responses. • Two Waters area has its own special character with diverse natural wildlife structures to the area, from open moors, unused land to mixed waterscapes. The Council should be seeking to protect this special environment (section 1.2). • Most traffic though Apsley is going to or from the retail parks and small industrial estates on which many small businesses start, grow and develop. These retail parks draw footfall away from the traditional shopping area of Hemel Hempstead. 	<p>Noted. Our Statement of Community Involvement sets out how the Council will consult on planning policy documents. Where possible we exceed these requirements with the aim of engaging and receiving resident’s views. For masterplans, we would normally consult for at least 4 weeks but this was extended to 6 weeks to account for the summer holidays.</p> <p>The Local Planning Framework (predominantly made up of the 2004 Local Plan, Core Strategy and Site Allocations DPD) seeks to identify and protect areas with special character in Dacorum. The</p>	<p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5: The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> In the planning context (section 1.7), there is no planning guidance for developments with proximity to waterways, rivers and canals. The Study Area (section 1.5) includes no evidence to justify that industrial land, large retail units and significant transport infrastructure detract from the area's character and restrict movement. Apsley retailing (and industrial units) is supported by large weekly shops or purchases of high value items, which will continue to support the use of private transport. Queuing along London Road is associated with travel to the retail parks. Planning decisions in recent developments have restricted off road parking allocation causing on road parking issues. Parking standards lead to on street and footpath parking. North End Farm is an example where this occurs. Durrants Hill car park is rarely busy, although public parks on street in locality. Suggestion to consider free off street parking. Regional and local context - the Two Waters area refers to 2 distinct community areas. Original industrial areas (Apsley and Maylands) have been encroached by residential development and these do not make good places to live. Housing targets should not 'trump' good place making. Site 2 (National Grid site) is seriously impregnated by pollutants. The area is not made up of neighbourhoods, Two Waters, Apsley and Boxmoor are separate distinct areas. Early recognition of the differing needs of Apsley and Boxmoor may result in an improved vision for the two areas and better outcomes. Proposed primary school site is not ideal location – next to wildlife zone and subject to regular flooding. Negatively 	<p>Two Waters Master Plan provides more local guidance to these overarching policy documents. To ensure comprehensive development occurs, further site specific masterplans may be progressed to support the new Local Plan.</p> <p>Planning applications are determined against the Councils adopted parking standards (currently in Appendix 5 of the 2004 Local Plan). These will be updated through revised parking standards.</p> <p>DBC Development Management team consult the EA, Canal and River Trust and Hertfordshire County Council (as the Lead Local Flood Authority) as and when necessary (as prescribed by national legislation). This will include when developments are in a defined proximity to waterways, rivers and canals; within flood zones 2 or 3 or are major development with surface water drainage. Some proposals will be required to submit a drainage strategy as part of the planning application process.</p> <p>We recognise that on street parking is occurring within the area, parking restrictions can be used to alleviate commuter parking in residential areas. Car parking charges or levels of car parking</p>	<p>recreation and biodiversity, whilst industrial land, large retail units and significant transport strategic, high volume roads infrastructure detract from <u>dominate the key gateways into the area's, detracting attention from its character and restricting walking and cycling movement through the car-led environment.</u></p> <p>Reference to residential neighbourhoods to be changed to residential areas on figure 12. Remove wording from section 4.1 (vision): The masterplan area's neighbourhoods will celebrate</p> <p>Change wording on page 48: Create gathering space that can become the <u>areas</u> neighbourhood's heart.</p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>impacts on Sunnyside Rural Trust. The site has flooded twice in the last 7 years.</p> <ul style="list-style-type: none"> • Existing employment opportunities alongside railway line are there as it is unsuitable for family housing (due to noise and pollution). • Built development should not dominate existing landscapes as light pollution can affect waterscapes and open spaces, therefore damaging the environment for wildlife. • Durrants Hill Lakes to be used by 1st Apsley Scouts for water based recreation and there are plans to run water sports, angling coaching and educational courses (so value as an ecological facility). • EA confirm that the canal poses a flood risk in the area. EA flood maps not reflective of flooding on the ground. The risk of flooding on these sites is directly associated with rainfall and the amount of water falling on and stored in the chalk aquifers of the hills at Bennetts End and the maintenance of the flood relief channel to prevent flooding of London Road Apsley. The abstraction regime reduces river flows considerably (so no serious flood since 1950/51). • The flood step weir at Durrants Hill Lakes is inaccessible (located within EA's locked gates) which has resulted in a succession of floods. The weir collects excess water from the River Gade and diverts it into a flood relief channel heading towards Kings Langley lake. Thames Water has the main flood drain under the town and the Kings Langley Lake listed on its asset register but not the Durrants Hill system. The Council has failed to encourage Thames Water to take responsibility of the structure. The town drain design needs modification to avoid under capacity, with more extreme weather events forecast. 	<p>provided at the stations car parks are commercially led decisions which planning has limited, if any, influence over.</p> <p>There is 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). The new Local Plan process will ultimately set the housing target for Dacorum up until 2036.</p> <p>We recognise that site 2 has contamination issues which will need to be resolved.</p> <p>A decision on the future use of the nursery site will be made at a later stage following the outcome of DBC and HCC's discussions regarding new school places. Any development coming forward would need to go through the appropriate assessments and consultations during the planning process. DBC and HCC will undertake further assessments and feasibility studies regarding the educational provision. The Masterplan allows for flexibility on this.</p> <p>If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic</p>	<p>Change wording on section 6.4, site 4:</p> <p>A new mixed use town centre <u>area</u> neighbourhood</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • Tow paths are an asset of the Canal and River Trust. Hard surfacing of the pathways is not wanted by boaters, but surfacing is not designed for speed and volume of cyclists. • Support recognition that frequency of service can be a limiting factor to use of public buses. Education campaigns and signing on rear of buses can aid bus timetables/ frequency through reduced wait times to re-join traffic flows. • Increasing the capacity at the stations for parking will reduce commuter parking in Boxmoor and Corner Hall. This limits opportunity public can make to visit the moor. • If the Council invest in the public realm, this will encourage business people to make the necessary investments in service provision. DBC spend on capital structures, but do not hold the revenue to maintain these structures. This will affect landowners and leaseholders willingness for such structures on their land – as the responsibility for and maintenance of the structures should be provided by DBC. • The land to the east of Two Waters Road and north of London Road holds one of the last remaining areas of wet woodland in Hertfordshire. No doubt it could be visually improved but it would then cease to be wet woodland, provide the habitats which are in existence and feed the surrounding area with wildlife. Successive inspections and surveys by conservationists, Herts & Middlesex Wild Life Trust and the council’s own contractors have highlighted the importance of this ecological feature. 	<p>considerations. DBC Development Management team will consider these assessments and consultee responses (such as the Environment Agency) before determining any application. The Council plans to produce a Strategic Flood Risk Assessment to support the emerging new Local Plan. Concerns over the accuracy of the EA’s flood mapping have been brought to the attention of the EA by DBC. Concerns can be raised directly with the EA as well, to understand if further work can be undertaken to improve its accuracy.</p> <p>The environmental impact of new exterior lighting will often be a material planning consideration for planning applications. Appendix 8 of the 2004 Local Plan details these key considerations. Other interested parties are able to raise their concerns over as light pollution and its effect on wildlife in waterscapes and open spaces as part of any planning application.</p> <p>EA are trying to establish ownership of the flood step weir at Durrants Hill Lakes.</p> <p>The Council has committed to investments in the public realm in Hemel Hempstead, examples include the Watergardens, Maylands Avenue, Phoenix Gateway sculpture at Maylands, the Old Town and</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
	<p>improvements to the Marlowes pedestrian shopping area. S106 and CIL can be used for public realm improvements. Such regeneration projects require supportive landowners and an overarching plan for change.</p> <p>Planning permission has been granted for part of site 3 which sets a precedent for further development in that area.</p>	

Appendix C: Copy of the Questionnaire



Two Waters Masterplan (6 July to 16 August 2017)

We want to hear your views about the draft Two Waters Masterplan Guidance. All questions should be answered with reference to the Draft Two Waters Masterplan Guidance which has been prepared taking in to account comments from two previous rounds of public and stakeholder consultations and workshops undertaken in November 2016 and January 2017 as well as one to one meetings with key stakeholders. Further details of these consultations are available at www.dacorum.gov.uk/regeneration

Q1 Do you support the 'vision' for Two Waters set out in section 4.1?

- Yes
 No
 No Opinion

Q1a If you selected 'no' to Q1 please tell us why you do not support the 'vision' for Two Waters set out in Section 4.1.

Objectives

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles. They have been refined from early iterations to reflect development of the masterplan.

Q2 Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?

- Yes
 No
 No Opinion

Q2a If you selected 'no' to Q2 please tell us why you do not support the objectives for the Two Waters Masterplan set out in section 4.2.

Overarching Guidance

The Overarching Guidance underpins the Vision and Objectives for the whole masterplan area. The masterplan comprises 3 main strategies:

- Built Environment
- Transport and Movement
- Open Space and Sustainability

It aims to embrace the opportunities available within the area and produce cohesive development schemes in the short and long term. The guidance ensures that a range of development forms can be accommodated. This overarching guidance applies to any development coming forward in the study area.

Built Environment Overarching Guidance

The overarching ambition of the built environment strategy is to 'ensure new development is attractive, well connected, planned and complements the character, design, mix of uses and scale of existing development in the local area'.

Q3 Do you support the Overarching Guidance principles for the 'Built Environment set out in section 5.10?

- Yes
 No
 No opinion

Q3a If you selected 'no' to Q3 please tell us why you do not support the Overarching Guidance principles for the 'Built Environment set out in section 5.1.

Transport and Movement

The Overarching transport and movement strategy aims to promote a step change in travel, encouraging more active and sustainable travel while decreasing car use and traffic congestion.

Q4 Do you support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2?

- Yes
 No
 No opinion

Q4a If you selected 'no' to Q4 please tell us why you do not support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2.

Open Space and Sustainability

The overarching open space and sustainability strategy aims to 'Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk'

Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?

- Yes
 No
 No opinion

Q5a If you selected 'no' to Q5 please tell us why you do not support the overarching guidance principles for 'Open Space and Sustainability' set out in section 5.3.

Development Sites Guidance

Four Key Development Sites have been identified within the Two Waters Masterplan Guidance. These specific locations will be the focus of development on Two Waters and deliver transformational and significant interventions to achieve the Masterplan Vision and Objectives. In order to guide future development, the Masterplan Guidance sets out;

- Key proposals
- Design Guidance
- Development Requirements

for each set of Development Sites.

These need to be read in conjunction with the Overarching Guidance which would also be applicable.

Q6 Site 1
Do you support the development site guidance for Site 1 set out in section 6.1?

- Yes
 No
 No opinion

Q6a If you selected 'no' to Q6 please tell us why you do not support the development site guidance for Site 1 set out in section 6.1.

Q7 Site 2
Do you support the development site guidance for Site 2 set out in section 6.2?

- Yes
 No
 No opinion

Q7a If you selected 'no' to Q7 please tell us why you do not support the development site guidance for Site 2 set out in section 6.2.

Q8 Site 3
Do you support the development site guidance for Site 3 set out in section 6.3?

- Yes
- No
- No opinion

Q8a If you selected 'no' to Q8 please tell us why you do not support the development guidance for Site 3 set out in section 6.3?

Q9 Site 4
Do you support the development site guidance for Site 4 set out in section 6.4?

- Yes
- No
- No opinion

Q9a If you selected 'no' to Q9 please tell us why you do not support the development guidance for Site 4 set out in section 6.4

Q10 Do you support the approach to 'Next Steps' outlined in sections 7.1- 7.5?

- Yes
- No
- No opinion

Q10a If you selected 'no' to Q10 please tell us why you do not support the approach to 'Next Steps' outlined in sections 7.1-7.5.

Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?

- Yes (If 'yes' please specify)
- No

Q11a Comments

Contact Details

PLEASE READ - Important information about your personal details.

This survey is conducted using Snap Surveys. Please note that your comments only will be available for public inspection and therefore cannot be treated as confidential, however comments will be summarised and not linked to a particular individual. If you are representing an organisation your comments may be linked to your organisation and contact details of your organisation will also be available for public inspection. Your comments will be anonymised and shared with consultants BDP who are preparing the Two Waters Masterplan Guidance for the purposes of informing the content of the document.

All data will be processed in accordance with the Data Protection Act of 1998.

Q12 If you wish to be informed on future work with the Two Waters Masterplan Guidance document and when it is adopted by Full Council, please indicate below and leave your contact details.

These details will be held by Dacorum Borough Council. Unfortunately we will not be able to respond to individual comments.

- I wish to be contacted on future correspondence
 I do not wish to be contacted

Q13 Name
Organisation (if any)
Email
Address

Additional Information

If you are happy to do so, please provide us with additional information so that we know that we are reaching everyone.

Q14 What is your age group (in years)

- Under 16
 16-19
 20-29
 30-39
 40-59
 60 and over

Q15 Are you completing this survey as...? (Please select one option only. If more than one option applies please select the one that you feel is most appropriate)

- A resident of the Borough
 A visitor to the Borough
 Local business
 Landowner
 Local Councillor
 National Interest group
 Local Interest group
 Local/National government organisation
 Town/Parish Council
 Developer/house builder
 Planning agent/consultant
 Dacorum Borough Council member of staff
 Other

Please Specify

Q16 Do you consider yourself to have a disability under the Equality Act definition?

- Yes
 No
 Prefer not to say

Thank you for your time in completing this questionnaire.

Following this consultation, comments received will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet and Full Council for approval at the end of 2017.