



Strategic Planning & Environment

Overview & Scrutiny

Agenda

TUESDAY 10 JANUARY 2017 AT 7.30 PM

DBC Bulbourne Room - Civic Centre

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

Membership

Councillor G Adshead
Councillor Anderson (Chairman)
Councillor Ashbourn
Councillor E Collins
Councillor Fisher
Councillor S Hearn

Councillor Hicks
Councillor Howard
Councillor Matthews
Councillor Ransley
Councillor Riddick
Councillor C Wyatt-Lowe (Vice-Chairman)

Substitute Members:

Councillors Birnie, Link, Ritchie, R Sutton, Timmis and Tindall

For further information, please contact Katie Mogan or Member Support

AGENDA

1. MINUTES

To agree the minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

To receive any declarations of interest.

4. PUBLIC PARTICIPATION

**5. CONSIDERATION OF ANY MATTER REFERRED TO THE COMMITTEE IN
RELATION TO CALL-IN**

6. HOUSING AND PLANNING ACT IMPLICATIONS (Pages 3 - 17)

7. DEVELOPMENT MANAGEMENT EFFICIENCIES

Report to follow

8. HEMEL EVOLUTION - REVIEW OF REGENERATION PROJECTS (Pages 18 - 22)

9. TWO WATERS UPDATE (Pages 23 - 66)



Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Date of meeting:	10 January 2017
Part:	1
If Part II, reason:	

Title of report:	Housing and Planning Act 2016 and Welfare Reform and Work Act 2016
Contact:	Graham Sutton - Portfolio Holder Planning and Regeneration Margaret Griffiths Portfolio Holder Housing Author/Responsible Officer: Mark Gaynor, Corporate Director Housing and Regeneration James Doe, Assistant Director Planning, Development and Regeneration
Purpose of report:	To set out the implications for the Council and the Borough of the Housing and Planning Act 2016 and the Welfare Reform and Work Act 2016.
Recommendations	That the contents of the report be noted. .
Corporate objectives:	Ensuring economic growth. Providing good quality affordable homes, in particular for those in most need. A clean safe and enjoyable environment.
Implications:	Financial Housing and Planning Act The impact on planning arises from the new and increased responsibilities that the Act brings in, specifically the creation and maintenance of the Brownfield Register and the technical requirements of assessing Permission in Principle. There may also be an impact if there is an increased demand for Neighbourhood Plans which will require direct support. There is a possible impact arising from the Act, and the associated Welfare Reform and Work Act, in reducing the amount of affordable accommodation that is available and increasing homelessness and possible bed and breakfast

<p>'Value For Money Implications'</p>	<p>costs.</p> <p>The sale of higher value council properties will require the HRA to pay an amount, as yet not known, to the Treasury each year. It is estimated that this may be in the order of £5M per year which will require either actual sales to provide the funds or reductions in expenditure elsewhere in the HRA.</p> <p>The administration of Pay to Stay may require top up funding within the Housing Revenue Account should the actual costs exceed the allowance from the government.</p> <p>Welfare Reform and Work Act</p> <p>The most significant impact arises from the 1% reduction in the rent of all Council homes that must apply each year for four years. The impact of this compared to the previous rent policy is £30M over this period. This will be reflected in the Housing Revenue Account Business Plan but has already had the effect of restricting the new build programme beyond 2020.</p> <p>The freezing of the Local Housing Allowance and other benefits, together with the reduction of the Benefit Cap, will directly lead to an increase in homelessness as tenants on Housing Benefit find their rents unaffordable.</p> <p>Whilst all efforts will be made to cope with the additional workloads through existing resources it seems likely that some burden will fall to the Council.</p>
<p>Risk Implications</p>	<p>The main risks identified are the potential increase in homelessness and reduction in the supply of genuinely affordable homes.</p>
<p>Equalities Implications</p>	<p>The government has carried out the appropriate Equality Impact Assessments</p>
<p>Health And Safety Implications</p>	<p>N/A</p>
<p>Consultees:</p>	<p>Elliott Brooks Assistant Director of Housing James Doe Assistant Director of Planning and Regeneration Sara Whelan Group Manager Development Management Chris Taylor Group Manager Strategic Planning and Regeneration Andy Vincent Group Manager Tenants and Leaseholders Natasha Brathwaite Group Manager Strategic Management Julia Hedger Group Manager Housing Development</p>
<p>Background papers:</p>	<p>Housing and Planning Act 2016 Welfare Reform and Work Act 2016</p>
<p>Glossary of acronyms and any other abbreviations used in this report:</p>	<p>CIL – Community Infrastructure Levy HMO – House in Multiple Occupation DCLG – Department of Communities and Local Government HRA – Housing Revenue Account TA – Temporary Accommodation HMRC – Her Majesty's Customs and Excise LHA – Local Housing Allowance Ha – Hectare</p>

	NSIP – Nationally Significant Infrastructure Project CPO – Compulsory Purchase Order
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1.0 Background

1.1 The substance of this report was considered by Cabinet on the 29th November 2016. The following recommendations were agreed:

- That the contents of the report be noted.
- That the additional workload arising from new responsibilities which impact on planning and development control be considered within the 2017/18 budget process.
- That, in accordance with current policy, planning applications proposing Starter Homes in advance of formal government guidance being issued and enacted be resisted and for current policy to apply with regard to affordable homes.

1.2 The Welfare Reform and Work Act and the Housing and Planning Act were quickly introduced by the incoming Conservative government in 2015 to deliver a range of policy changes that were highlighted during the General Election campaign. The passage of both through parliament have been controversial with a large number of amendments made, with some of these accepted. The Housing and Planning Act in particular requires regulation to be issued by the Secretary of State much of which is still awaited. Four key areas should be highlighted:

- The requirement to establish and maintain a brownfield register of previously developed sites capable of delivering five or more homes. Associated with this is the introduction of Planning Permission in Principle. This will require officers carrying out a technical assessment of the proposed sites to ensure that they are capable of developing housing and at what scale. Once designated this bypasses the normal development control processes other than dealing with 'technical matters'. There will be additional workload that cannot be met by existing resources. Much of this will be concentrated in the first two years or so in the establishment of the register and the assessment of the suitability of new sites and the associated Planning Permission in Principle. It is proposed that a growth item be included in the 2017/18 budget setting to allow for both consultancy support and the impact of backfilling for staff drawn from other duties, with the consultancy focused in 2017/18.
- The impact on the delivery and availability of affordable homes together with a likely rise in the incidence of homelessness. The impact on affordable homes delivery arises due to the introduction of starter homes (for outright purchase) replacing rented supply, the sale of council homes through Right to Buy and enforced sale of 'higher value' council homes to fund Housing Association Right to Buy and the withdrawal of government financial support for new rented housing construction. This reduction in supply will have its main impact on the ability of people on the housing register to be housed but the impact of the lowering of the benefit cap and the freezing of Local Housing Allowance leading to a reduction in the supply of affordable

private rented accommodation will have a greater and direct impact on homelessness which will exert direct pressure on the Council.

- The massive financial impact on the Housing Revenue Account arising through the imposed rent reduction of 1% each year for four years (with a cost of £30M) and the annual payment to the Treasury of an amount, set by formula, of the assumed sake of higher value council homes.
- The very wide extent of these two Acts and the degree to which detail has yet to be issued as both Acts allow much to be introduced by way of regulation set by the relative Secretaries of State.

Set out below is a description of the two Acts (though largely focusing on the Housing and Planning Act) and the impact on the Council.

Parts of the Housing and Planning Act	Implications for Dacorum
<p>Part 1: New Homes in England</p> <ul style="list-style-type: none"> The Act allows a change to planning policy that will mean that current section 106 requirements for affordable housing will be replaced with a requirement to build a proportion of homes in a development as 'Starter Homes' (to be sold at 80% of market rent to first time buyers under 40, and to be capped at £250,000 outside London and £400,000 within London). These homes will themselves not be subject to section 106 or Community Infrastructure Levy (CIL) requirements. The indication is that this will be a minimum of 20% of new homes built on sites of 0.5HA or more. Regulations yet to be finalised will specify the time period after which Starter Homes buyers can sell on without reimbursing a proportion of the proceeds. The new Housing and Planning Minister has indicated that he is reviewing the balance of this provision with a view that affordable homes should incorporate rented housing and not exclusively owner occupation. The Act requires local authorities to meet demand for self-built homes by granting permissions for suitable sites. 	<p>Starter Homes will replace the current affordable home requirements set out by local authorities in their Local Plan and Supplementary Planning Documents, unless the government gives more flexibility in varying the balance between Starter Homes and other forms of affordable homes. Whilst the Minister has indicated that he is considering this there has been no change at this point. National planning policy documents are expected to be amended to prioritise Starter Homes above Affordable Rent or Shared Ownership housing resulting in the reduced provision of affordable homes for rent and shared ownership. Given the lack of clarification on the detail of Starter Homes at this point the Council will not be in a position to introduce this until every element is clarified by the government. For clarity a recommendation is made on this point.</p> <p>There is no plan to make purchasers of Starter Homes re-sell properties as Starter Homes (unless a re-sale is within an initial five year window, although it is unclear how this will be monitored or enforced), which will mean that these properties will not act as a long-term contribution to meeting the housing needs of people requiring some government support.</p> <p>The main consequences with respect to self-build are:</p> <ul style="list-style-type: none"> An additional resource requirement on Dacorum as Local Planning Authority. A potential slowing down of the Local Plan process due to inclusion of the allocation of serviced plots. Unknown details around the delivery of serviced plots and what the responsibilities of Local Authorities regarding

Parts of the Housing and Planning Act	Implications for Dacorum
	<p>capital investment will be.</p> <p>In order to minimise any administrative impact on the Local Plan process, the resource requirements associated to this section of the Act will need to be considered. Fees can now be levied on individuals registering an interest in self-build to ensure they reflect the administrative cost to the Council, though it will need to ensure that the numbers justify establishment of a payment system. Currently numbers are so low that this would not be the case but it will be kept under review.</p>
<p>Part 2: Rogue landlords and letting agents in England</p> <ul style="list-style-type: none"> The Act provides greater powers for local authorities to identify and tackle rogue landlords and letting agents operating in the private rented sector (through the use of banning orders, rent repayment orders and a national database). <p>Part 3: Recovering abandoned premises in England</p> <p>The Act allows private landlords to take swift action (relative to current legislative allowances) in order to regain possession of a property they have evidence has been abandoned. This is to improve the speed such properties can be back in use as a tenanted property</p> <p>Part 5: Housing, estate agents and rent charges: other changes</p> <ul style="list-style-type: none"> The Act simplifies the legislation governing local assessments of the housing and accommodation needs of 	<p>Private rented sector (tackling ‘rogue’ landlords and lettings agents, licensing ‘fit and proper’ person test, and local authority access to Deposit Protection Scheme information)</p> <p>The main consequences for Dacorum Borough Council are:</p> <ul style="list-style-type: none"> Whilst a removal of rogue landlords/lettings agents from the private rented sector market that could lead to a possible reduction in homelessness linked to these perpetrators in the long run there may well be an increase in the immediate where no alternative accommodation can be found for those that are displaced. This work will fall to Environmental Health and Legal Services and will require a review of any capacity issues that arise. Reduction in the likelihood of an unsuitable individual or organisation obtaining a license for a House in Multiple Occupation (HMO). The potential to use the new database to carry out a ‘rogue landlord’ check before accepting a new landlord into the Council’s deposit guarantee scheme. The potential to use the released Deposit Protection Scheme

Parts of the Housing and Planning Act	Implications for Dacorum
<p>communities, while still requiring the needs of all members of the community to be assessed on an equal basis.</p> <ul style="list-style-type: none"> • The Act allows local authorities to access the database of properties under the Tenancy Deposit Scheme, in order to identify around 70% of the local private rented sector. • The Act allows local authorities to apply a more stringent ‘fit and proper’ person test for landlords letting out licensed properties, such as Houses in Multiple Occupation, and to impose financial penalties as an alternative to prosecution for certain offences. <p>The Act allows the formula for calculating the amount needed to redeem a ‘rent charge’ (the charge made to landowners who have allowed land to be used for development) to be amended by secondary legislation</p>	<p>information to identify private rented properties to carry out homelessness prevention work.</p> <p>Removing rogue landlords and lettings agents from the market, and tightening tests on people applying to have a HMO, will hopefully improve the overall quality of the private rented sector in Dacorum. The impact on staff resources will need to be kept under review in both Housing and Environmental Health</p> <p>The Council’s deposit guarantee scheme is potentially vulnerable to approaches from rogue landlords as it is reliant on landlords letting properties at rents at the bottom of the market. The team responsible for the Council’s deposit guarantee scheme will need the appropriate access rights to the database of banned landlords and lettings agents, in order to improve the risk management of the scheme. This will require staff in Environmental Health and Housing to liaise very closely.</p> <p>Currently private landlords do not have to register onto any central database so the Council has had limited ways in which to identify possible vulnerable tenants. Details of the properties with a deposit recorded under the Deposit Protection Scheme will improve this (estimates suggest this will identify around 70% of the local market). Around 50% of all current homeless presentations to the Council are due to evictions from the private rented sector. The ability to target campaigns and other communications tools at private rented addresses may enable the Council to improve its prevention work.</p>
<p>Part 4: Social housing in England</p> <ul style="list-style-type: none"> • This Act sets out the framework for the voluntary agreement between the Government and housing associations to 	<p>The sale of high value council homes, and the extension of Right to Buy discounts to housing association tenants</p> <p>The main consequences for Dacorum Borough Council are:</p>

Parts of the Housing and Planning Act	Implications for Dacorum
<p>extend the 'Right to Buy' discount to housing association tenants.</p> <ul style="list-style-type: none"> • The Act allows the Secretary of State to reduce regulations on housing associations. • The Act requires stock-retaining local authorities to sell high value social housing as it becomes vacant and provide the receipts to the Treasury. This is in part to 'refund' housing associations the difference between the discount and market rates for those properties they lose through the Right to Buy extension. This will be calculated on a formula put together by DCLG and will be set as an amount due from the local authority each year. Consultation on this has yet to formally begin and it seems unlikely to come into force until 2018/19. • The Act requires landlords of social housing to identify 'high income social tenants' (household income over £31,000 outside London) and charge market, or near market, rents – often referred to as 'Pay to Stay'. The funds from this increase in rent will go to the Treasury (mechanism not yet confirmed), minus administrative costs (details not yet confirmed). Considerable difficulties in administering this process have been identified and a number of conditions were accepted by government following amendments made in the House of Lords. This includes excluding households in receipt of Housing Benefit. The tariff proposed is an addition 15p rent per week for every £1 earned annually (i.e. a household with £10,000 above the threshold would pay an extra £30 per week). The Act does allow for HMRC to make information available but the detail of this has yet to be issued. 	<ul style="list-style-type: none"> • A reduction in the provision of local social/affordable housing for rent to meet the needs of local residents who are not in a position to access the finance needed for any form of home-ownership. • A reduction in available revenue for the Housing Revenue Account. <p>This is in the context of the Emergency Budget in 2015 that set out the proposed 1% social/affordable rent reduction, now enshrined in the Welfare Reform and Work Act 2016, that will impact both councils and housing associations. This reduction has limited these organisations' plans to seek development land to build new homes for social or affordable rent. This impacts considerably on the Council and has been incorporated into the HRA Business Plan.</p> <p>Both the extension of Right to Buy discounts to housing association tenants and the enforced sale of the Council's high value stock will contribute to a reduction in the local provision of social/affordable homes for rent. The most concerning impact will be an increase in homeless as affordable supply decreases.</p> <p>With fewer social/affordable housing voids to allocate to the Council will be less able to:</p> <ul style="list-style-type: none"> • Meet the housing needs of applicants on its housing register, so people may remain in unsuitable accommodation for longer, resulting in negative health and wellbeing consequences (for example, due to overcrowding, limited mobility throughout the home, or welfare issues potentially relating to domestic violence or other forms of harassment). • Move homeless households out of temporary accommodation (TA) resulting in negative health and

Parts of the Housing and Planning Act	Implications for Dacorum
<ul style="list-style-type: none"> The Act requires that most new Council tenancies to be fixed term (between 2 -10 years though this can be extended where the household has a child under nine to ensure the tenancy will last until they are nineteen. The Council adopted fixed term tenancies some time ago. 	<p>wellbeing consequences associated with homelessness, and creating a need to increase the Council's temporary accommodation stock.</p> <p>The administration of Pay to Stay will be potentially very intensive, and it is still not clear what information will be provided from HMRC regarding incomes of tenants. The government has indicated that 'reasonable costs' for administration can be taken from the income generated but it is likely the actual costs will exceed this. The impact on tenants will prove very severe in some cases in terms of a reduction in available income. An increase in uptake in Right to Buy can be predicted where the costs of renting and purchase get closer. This will further reduce the stock of social rented homes. Given the delay by government to issue the regulations it seems likely that Pay to Stay will start in 2018/19.</p> <p>Financial impacts associated to these sections of the bill will be experienced by both the Housing Revenue Account and the Council's General Fund:</p> <ul style="list-style-type: none"> It is expected that the Central Government Treasury will request an annual payment from stock-retaining local authorities based on estimate on receipts from stock sales (rather than requesting receipts from individual sales to be paid as and when they complete). This will need to be budgeted for and will be a cost to the Council. If the Council opts to actually sell stock to meet the required amount then the loss of stock will also result in an on-going loss of rental income. There may be pressures on the General Fund in bed and breakfast costs should it prove difficult to source sufficient temporary accommodation and if private rented accommodation under the local housing allowance levels

Parts of the Housing and Planning Act	Implications for Dacorum
	<p>become unavailable as rents rise.</p> <ul style="list-style-type: none"> As Starter Homes are not themselves subject to CIL or S106 requirements there will be a gap in infrastructure funding. <p>These changes will need to be incorporated in our forthcoming Local Plan, as more detail on these sections of the Act are known and the Council will have to review how they impact on its other housing planning policies and its housing strategies.</p>
<p>Welfare Reform and Work Act 2016</p> <p>This introduced the rent reduction of 1% per year for four years for Councils and Housing Associations. It also froze a range of Social Security benefits, the Local Housing Allowance (LHA) and restricted Housing Benefit for tenants at the LHA level. The Benefit Cap was also reduced to £21,000 per household outside of London.</p>	<p>Welfare Reform and Work Act 2016</p> <p>The major impact of the rent reduction is to reduce the amount of resources available to Councils and Housing Associations, which have already reduced the delivery of new social and affordable rented property. Housing Associations have moved away from the new provision of rented homes where these cannot be delivered through s106 agreements. This means a reduction in the availability of affordable housing – particularly when enforced sales of council homes are required. The reduction in the Benefit Cap and other benefits, together with the relative reduction on the LHA will lead to increased poverty, homelessness within this context of reduced supply. This is already-being experienced in Dacorum with private landlords raising rents above LHA and effectively freezing out tenants on Housing Benefit.</p> <p>The Council has managed to mitigate the reduction in new rented homes due to use of Right to Buy 'One for One' receipts in assisting Hightown Praetorian to deliver homes with Hemel Hempstead. The rent reduction, however, will mean the council house new build programme will stall after 2020 if no new resources can be made available or the rent cap is reversed.</p>
<p>Part 6: Planning in England</p>	<p>Planning in England</p>

Parts of the Housing and Planning Act	Implications for Dacorum
<ul style="list-style-type: none"> • The Act allows the Government to move forward with a range of measures to simplify and speed up the neighbourhood planning process in order to support communities seeking to meet local housing and other development needs. Most of the measures still require the Secretary of State to issue the appropriate regulations including his/her power to bring in 'appointed persons' to resolve issues holding up planning obligations. • The Act gives the Secretary of State further powers to intervene if Local Plans are not delivered effectively by local authorities and extends the Department of Communities and Local Government (DCLG) monitoring to small applications as well as major. The Government has indicated that it will intervene where councils have not made 'due progress' on Local Plans by 2017. It has also promised clarification on how to secure agreement on housing land supply assessments. • It paves the way for pilot schemes to test the use of 'approved providers' to exercise the development control/management function for Councils that under-perform in terms of planning application decisions and a poor track record on planning appeals. Such 'approved providers' are expected to be planning consultancies. • The Act creates a duty for local authorities to maintain a local register of brownfield land capable of housing development –indications so far are that this includes identifying sites capable of delivering 5 or more homes or above 0.5HA. The Act also requires that 90% of areas on the brownfield register, or land identified in local or neighbourhood plans, to be granted with 'planning permission in principle' (PIP) 	<p>The main consequences for Dacorum Borough Council are:</p> <ul style="list-style-type: none"> • The requirement to maintain a database of available brownfield sites able to support five or more dwellings (or larger than 0.5HA). By keeping such a register the Council's five year land supply is enhanced. • The requirement to provide 'permission in principle' for all identified sites (brownfield register, and local and neighbourhood plans). • The creation/maintenance of the brownfield register and dealing with permission in principle have an ongoing staff resource requirement as they are completely additional functions. This will need to be considered in the budget for 2017/18. It will also be important that if a fee is payable for entry onto the brownfield land register and for PIP application that systems are in place to ensure that this is captured (no details have been given by government at this point). • There is a real opportunity for the Council to include some of its own sites on the brownfield register (such as garage sites) as they would gain permission in principle and potentially increase their value. An internal project team is being established to consider the potential and identify sites. • The potential for Secretary of State intervention (to the point of enforcing a new plan) if the Local Plan is deemed ineffective, and DCLG monitoring of small as well as major planning applications (though given progress already made this is not felt to be a concern).

Parts of the Housing and Planning Act	Implications for Dacorum
<p>where automatic consent would be granted subject to approval of technical matters. This is to facilitate sales of land for development. Councils are awaiting formal details of the criteria.</p> <ul style="list-style-type: none"> • The Act gives the Mayor of London greater planning powers over Greater London. • The Act requires reports to local authority planning committees to include detail on the estimated financial benefits to a community that will accrue from the proposed development. • The Act allows housing to be included within 'Nationally Significant Infrastructure Project' (NSIP) applications made by developers under the national infrastructure planning regime. • The Act creates a faster and more efficient process for creating Urban Development Areas and Corporations, while still requiring those with an interest locally to be properly consulted at an early stage. <p>Part 7: Compulsory purchase</p> <ul style="list-style-type: none"> • The Act revises the compulsory purchase regime to make it clearer, fairer and faster, in order to improve the process for bringing forward land for development. 	<ul style="list-style-type: none"> • An additional requirement for local planning authorities to assist Neighbourhood Forums in preparing their plans which will generate a resource requirement. • A requirement to set out to the Development Control Committee the financial benefits that a development would bring, even though they may not be a material planning consideration. • The possibility of an increasing requirement to cooperate with Greater London in setting the Local Plan, and to consider growth created by London as well as the local authority area in making assessments of housing need. • The possibility of housing delivery taking place as part of a National Strategic Infrastructure Project, rather than gaining approval through the Council (for example if Crossrail 2 were to reconsidered running through the Borough). • There may be some public confusion about the appropriate planning route e.g. Permission in Principle, Outline Planning Permission or Full Planning Permission and technical details approval. • The Council will be under pressure to approve schemes with permission in principle in order to deliver housing, despite less detail being available than usual applications (although the 21 day consultation period and call in to Development Control Committee is likely to remain the same). • It is unclear whether the appropriate level of fees will be chargeable on dealing with permission in principle work.

Parts of the Housing and Planning Act	Implications for Dacorum
	<p>The administration required to maintain the new brownfield register will add to the resource requirements of the planning services.</p> <p>At the moment the Council has an up-to-date Core Strategy and is not at any threat of intervention from the Secretary of State, however there may be some consequences for neighbouring authorities such as St Albans.</p> <p>If Dacorum was identified to not be performing in terms of its assessment of planning applications then applicants would have the choice to go straight to the Inspectorate for to have their application decided (or possibly to an 'approved provider'). Currently Dacorum performs well in deciding applications in a timely manner, however the Council will need to have monitoring mechanisms in place to ensure sufficient resources are in place to meet targets on-going. Furthermore whilst many applicants would probably opt to have their application decided by a planning authority rather than the Inspectorate, as they maintain their right to appeal to the Inspectorate if their application is refused, some may welcome the option of taking politics out of the planning system and opt for the Inspectorate.</p> <p>There is a possible financial impact to the Council's General Fund from the level of resource that will be required to assist the process of neighbourhood planning. Although there is some support from DCLG at the moment to assist in deferring these additional costs, there is no certainty that this will continue. Dacorum only has one local plan currently being undertaken, however the financial impact could become significant if the number of neighbourhood plans increase</p> <p>Dacorum has a duty to co-operate with the Greater London Authority as part of plan making. The current Mayor of London has</p>

Parts of the Housing and Planning Act	Implications for Dacorum
	<p>placed housing high on the political agenda for Greater London and is looking to areas just outside the boundary of London to support its response to rising housing need.</p> <p>Section 70(2) of the Town and Country Planning Act 1990 already requires a Development Control Committee to have regard to "... any local finance considerations, so far as material to the application ..." so it is not clear why the Act now separately requires financial benefits from schemes to be recorded on planning reports. Adding the financial benefits of a scheme to a committee report will require additional resource that will need to be assessed by the Council. There may also be a need to plan to mitigate possible confusion or distraction that could result at the Development Control Committees.</p> <p>Detail on the inclusion of housing in NSIP applications is not known, and there is 500 properties may be set. The Council is not aware of any large scale projects in the local area where the applicant would chose to use the NSIP route rather than obtain planning permission from the local authority. There is concern that if this route did start being used to deliver housing then it could take control and decision making away from the local authority.</p> <p>The Government is also pressing for local plans to aim for higher density of development, particularly housing, around key transport hubs which may have an impact on Tring, Berkhamsted and Hemel Hempstead.</p> <p>Compulsory purchase</p> <p>The changes being made to compulsory purchase amend the existing Compulsory Purchase Order (CPO) regime, and do not provide any new powers for local authorities wanting to use CPOs to obtain land to facilitate regeneration or new housing</p>

Parts of the Housing and Planning Act	Implications for Dacorum
	development.

Agenda Item 8



Agenda item:

Summary

Report for:	Strategic Planning & Environment Overview and Scrutiny Committee
Date of meeting:	10th January 2017
Part:	1
If Part II, reason:	

Title of report:	Hemel Evolution Update
Contact:	<p>Cllr Graham Sutton, Portfolio Holder for Planning and Regeneration</p> <p>Responsible Officer: James Doe, Assistant Director (Planning, Development & Regeneration)</p> <p>Author: Nathalie Bateman, Strategic Planning and Regeneration Team Leader (Infrastructure and Project Delivery)</p>
Purpose of report:	To report on the progress of the Hemel Evolution regeneration projects.
Recommendations	That the report and presentation be noted
Corporate objectives:	<ul style="list-style-type: none"> • A clean, safe and enjoyable environment • Building strong and vibrant communities • Ensuring economic growth and prosperity • Providing good quality affordable homes, in particular for those most in need • Delivering an efficient and modern council
Implications:	<p><u>Financial</u></p> <p>There are no additional financial implications to this report as the programme outlines capital that has already been approved.</p> <p><u>Value for money</u></p> <p>The Hemel Hempstead Town Centre Masterplan identifies the</p>

	key principles, opportunities and proposals for improvements. As projects have come forward to delivery, consultation responses, lessons learnt for efficiency and good practice, and professional recommendations have been carefully considered. Anticipated capital spend on individual projects has been reported to Cabinet for approval.
Risk implications	Risk assessment completed as part of individual projects.
Community Impact Assessment	Community Impact Assessments completed as part of individual projects
Health and safety Implications	None arising from this report
Consultees:	James Doe, Assistant Director (Planning, Development and Regeneration) Mark Gaynor, Corporate Director (Housing and Regeneration) Chris Taylor, Group Manager (Strategic Planning and Regeneration) David Austin, Assistant Director (Neighbourhood Delivery) Joe Guiton, Neighbourhood Action and Children's Services Team Leader
Background papers:	Hemel Hempstead Town Centre Masterplan, 2013 Previous Cabinet reports on Hemel Evolution/town centre regeneration
Historical background <i>(please give a brief background to this report to enable it to be considered in the right context).</i>	The Hemel Hempstead Town Centre Masterplan, adopted in 2013, provides the framework for the delivery of major regeneration projects across Hemel Hempstead Town Centre. As projects have been completed the scope of the team's work has expanded to design, deliver and implement projects to the wider town centre area and Maylands Business Park. These objectives have been guided by the Corporate Plan, Maylands Masterplan and emerging Two Waters Masterplan.
Glossary of acronyms and any other abbreviations used in this report:	PH - Portfolio Holder HCC – Hertfordshire County Council Hemel Evolution – the group name for a range of activities covering the delivery of the Town Centre Masterplan and other key regeneration projects. This update includes; The Old Town, Gadebridge Park (River Gade), Marlowes Shopping Zone, Bus Interchange, the Plough Zone, Street Furniture, Maylands Urban Realm Improvements, Maylands Business Centre Extension, Durrants Lakes, Jellicoe Water Gardens,

	the Bury, and Parking, Access and Movement.
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Background

1.0 Hemel Evolution Summary

The following summarises regeneration work to Hemel Hempstead to date. These focus on the town centre and Maylands Business Park:

1.1 Completed projects

Bus interchange:

The Bus Interchange has been working well. A six month review was undertaken with Arriva to ensure there were no operational issues. The taxi rank is also working well, however a review over usage should be undertaken once the Water Gardens has been open for six months to ensure that the area is being used to its full capacity once all areas are open for business.

To assist with issues arising from inconsiderate parking along Waterhouse Street affecting the flow of traffic, a new Traffic Order has been put in place to ensure Parking Services can enforce this area.

The Bus Interchange was delivered on time and under budget.

Durrants Lakes (Phase 1)

Repairs have been undertaken to some river and lake banks at Durrants Lakes to facilitate the long term vision to improve connectivity between this area and the moors.

HCC has delivered access improvements identified as part of this project to better connect pedestrian routes with the adjoining green spaces of Durrants Hill Playing Field, Lawn Lane Open Space and Apsley Triangle.

History Tree (or more fondly known as the Tree of Life)

The newly repaired and refurbished tree has been returned to its spot by the Food Court. LED lights have been added and will be connected shortly, to be enjoyed by all.

Marlowes Shopping Area and Bank Court improvements

Pedestrianised Shopping Area and Bank Court works were completed in late 2015. This includes the opening of the fountain in New Town Square which was a very popular feature over the summer period.

Shop vacancy rates have reduced considerably in the town centre from 20% in September 2014 to 9.1% in October 2016.

Overall the project progressed well with few complaints during the build period. The final account for the project is being finalised but is estimated to finish over budget by £360,000 – 7% of the total project cost. However the project also brought in an income of approximately £105,000 from Hertfordshire County Council contributions and S106 contributions which are not included in the above figure. The overspend was largely due to the need for an upgraded power supply to serve the Marlowes.

Capital & Regional Real Estate Investment Trust cited “significant investment from the local authority” as one of the main reasons for its £35.5 million acquisition of The Marlowes Shopping Centre¹ in January 2016. Capital and Region have since acquired more property in the town centre, bringing its total investment to c£54 million.

Maylands Urban Realm Improvements

A range of hard landscaping improvements have been completed along Maylands Avenue between Breakspear Way/Maylands Avenue junction and Wood Lane End junction. Improvements include new shared footway/cycleway and street furniture including recycling bins, benches and signage. Two entrance totems have been installed and illuminated. Soft landscaping will be undertaken at the entrance to Maylands Avenue during the planting season and completed by spring 2017.

The project will be delivered on time and within budget.

The Old Town

There has been ongoing progress made with network management at HCC and the six utilities companies to ensure that the area has the correct paving reinstated following any works. However, it should be noted that some items are bespoke and there may be a lead-in time for reparation.

The Plough Zone

At Heath Park the riverbank softening works have now been completed, to complement the new footpath works and infrastructure undertaken in 2015. The works comprise the removal of the old concrete riverbank and replacement with new planting. The main impact will be more noticeable in the spring (2017).

1.2 Ongoing projects:

Jellicoe Water Gardens

Works commenced August 2015 and will be completed in early 2017. Delays have occurred throughout the programme, initially as a result of the design and manufacture of bridges, where a replacement rather than a refurbishment route had to be taken. The new bridges are copies of Jellicoe’s original design. The river has been enhanced following silt removal with new toeboard edging, fish passes and marginal planting. The majority of hard and soft landscaping works are complete throughout the Gardens, with finishing works dependent on weather conditions. The repair of the damaged bank and collapsed highway footpath along Waterhouse Street was added to the Water Gardens contract. Of the new features being provided through the restoration, the bespoke play area and Friends’ building are behind schedule and will be ongoing into January 2017. Further remedial works are also required to the flower garden which has a significant drainage problem. This will be resolved over the winter period to ensure the restored Gardens look their best during spring and summer 2017. A Water Gardens launch event is planned for May/June.

Maylands Business Centre Extension

Works have commenced to build an extension to the Maylands Business Centre. Design work has been completed and planning permission obtained. Enabling works including site clearance is complete. Phase 2 which comprise the building works, has commenced recently. The project is due to complete in May 2017, and will provide five new commercial units to the centre.

¹ <http://capreg.com/media-centre/headlines/trading-update-and-acquisition-of-the-marlowes-centre--hemel-hempstead.html>

Street Furniture

The Marlowes to Queensway section of the project is almost complete with the final painting being carried out in the New Year. The focus of the remaining budget will be public realm improvements to Waterhouse Street. All works to be completed Mar/Apr 2017.

1.3 New projects:

The Bury

Feasibility work is currently underway to explore potential development options of the Bury site in order to provide additional funding to cover costs associated with the refurbishment of the Bury, and the delivery of a museum, café and supporting ancillary uses (income based). This work will also provide us with necessary evidence to support a Heritage Lottery Fund expression of interest submission for external funding. A detailed timeline for the project will be set out once the feasibility work is complete.

Gadebridge Park – River Gade

The Environment Agency has prepared a feasibility report on options to improve the sustainability of the River Gade through Gadebridge Park. This will reduce flood risk by realigning the channel to a low gradient within the floodplain and improve sustainability by diverting spring flows into the main channel. These currently discharge from the culvert by the Bury into Kings Langley fishing lake. Visitors' experience of the river will also be enhanced by new riverside footpaths and shallow beached areas. These improvements have the potential to complement the plans for a new splash park and play area being developed by Environmental Services. Officers are currently working with the Environment Agency in developing its plans which in due course will need to be submitted formally for agreement as the Council is the owner of the Park.

Parking Access and Movement

Officers have been working with HCC and consultants to provide improved access arrangements to the Water Gardens car parks, and improve traffic movements and pedestrian access along Waterhouse Street. Proposals will be worked up in early 2017 and submitted to the Council for consideration and approval.

Durrants Lakes (Phase 2)

Development of phase 2 of the Durrants Lakes project will commence in 2017. This will focus on improving connectivity from Durrants Hill Road car park to Apsley triangle via two pedestrian bridges and a linking footpath. Opportunities to increase community use of the area will be investigated through additional recreation activities.

- 2.0 A powerpoint and verbal presentation will be made at the meeting to update the Committee on recent and planned activities to regenerate Hemel Hempstead.



Agenda item: Two Waters Masterplan

Summary

Report for:	Strategic Planning and Environment Overview and Scrutiny Committee
Date of meeting:	11 January 2016
Part:	1
If Part II, reason:	

Title of report:	Two Waters Masterplan Update
Contact:	<p>Cllr Graham Sutton, Portfolio Holder for Planning & Regeneration</p> <p>Responsible Officer: James Doe, Assistant Director, Planning, Development & Regeneration</p> <p>Authors: Nathalie Bateman, Team Leader Strategic Planning and Regeneration - Infrastructure and Project Delivery, Shalini Jayasinghe, Strategic Planning and Regeneration Officer - Infrastructure and Project Delivery.</p>
Purpose of report:	1. To provide an update on progress on the Two Waters Masterplan
Recommendations	<p>1. That progress on developing the Two Waters Masterplan is noted.</p> <p>2. That the results of the first public consultation are noted.</p>
Corporate objectives:	<ul style="list-style-type: none"> • A clean, safe and enjoyable environment • Building strong and vibrant communities • Ensuring economic growth and prosperity • Providing good quality affordable homes, in particular for those most in need • Delivering an efficient and modern council
Implications:	<p><u>Financial</u></p> <p>The masterplan is a planning document that identifies key zones for development and sets a framework to guide development in the Two Waters area. Development will be</p>

'Value for money' implications	<p>taken forward by landowners and developers, not DBC.</p> <p>The masterplan will identify key principles, opportunities and proposals for improvement that will largely be brought forward through development design and developer contributions to ensure wider regeneration and necessary infrastructure improve the area.</p> <p><u>Value for money</u></p> <p>The masterplan will set a framework to ensure that development comes forward in a planned manner and is designed in the best possible way to ensure we have an attractive, sustainable and balanced town fit for the future.</p> <p>The masterplan will be able to ensure that key developers make a contribution towards wider regeneration and infrastructure improvements that will improve the area. These contributions will be used to deliver wider environmental, public realm and infrastructure improvements in the area.</p>
Risk implications	<p>None arising from this report at this stage of the development of the Masterplan. Risks around delivery of projects, impacts on traffic and other infrastructure will be key.</p>
Community Impact Assessment	<p>The development of the masterplan involves engagement with the community at key stages of its development, and the document itself will consider impacts on the community.</p>
Health and safety Implications	<p>None.</p>
Consultees:	<p>Mark Gaynor Corporate Director Housing and Regeneration</p> <p>Chris Taylor Group Manager, Strategic Planning and Regeneration</p> <p>General public and landowners</p> <p>Hertfordshire County Council</p> <p>Box Moor Trust</p> <p>National Rail</p> <p>National Grid</p>
Background papers:	<p>Two Waters Strategic Framework - 2015</p>
Historical background <i>(please give a brief background to this</i>	<p>The Two Waters masterplan area is the area between Hemel Hempstead railway station, Apsley railway station and the Plough Roundabout. It has been subject to increased investor and developer interest in the past few years and represents a key strategic location that will help to deliver local housing</p>

<i>report to enable it to be considered in the right context).</i>	<p>needs through the future redevelopment of key locations.</p> <p>This masterplan will be developed firstly as an informal planning statement and then adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan, around 2019.</p>
Glossary of acronyms and any other abbreviations used in this report:	<p>SPD – Supplementary Planning Document</p> <p>HCC – Hertfordshire County Council</p>

1. Background

- 1.1 The Two Waters masterplan area is anchored by Hemel Hempstead railway station in the west and Apsley railway station in the east. The northern edge is bound by the Plough Roundabout.
- 1.2 The area includes a wide mix of land uses and buildings around the edges of Two Waters, including residential, light industrial, retail and community uses, and a large swathe of valuable and historic recreational land in the centre, owned and managed by the Box Moor Trust. The area also includes 3 transport hubs; the Hemel Hempstead station gateway area, bus interchange facilities at the Plough Roundabout by the Riverside shopping centre and Apsley railway station. It also features the large road intersection of the A4251 London Road and the Two Waters and A41 bypass link roads.
- 1.3 The Two Waters area includes the national grid housing site set out in the last Local Plan – and now in the new Site Allocations document - and the old Hewden Hire site which has had permission for housing for quite a few years. There has also been significant investor and developer interest in the station gateway area and other sites. Overall, they represent a key strategic area that will help deliver much needed local housing as well as employment needs for Hemel Hempstead and the Borough.
- 1.4 Local authorities are under significant pressure from national government to deliver ambitious housing targets. The Dacorum Core Strategy sets out current housing targets for the borough. Whilst already ambitious, the Council will be under pressure to significantly increase this target when it begins its review of the Core Strategy (commenced summer 2016), if it is to meet local housing needs.
- 1.5 Along with meeting the housing targets for the borough the Council is committed to achieve wider regeneration and infrastructure to support growth coming forward.

2.0 The Two Waters Masterplan

- 2.1 The Council has identified a need to take a proactive approach to development coming forward in Two Waters. Without adopted planning guidance, there is a risk that Two Waters will be subject to piecemeal development proposals that the Council, as local planning authority, will find hard to co-ordinate, and possibly resist, in the absence of a firm policy base such as the proposed Masterplan would give. Important strategic issues may not be identified or resolved such as access and movement problems related to the transport hubs, and improvements to the area's infrastructure.
- 2.2 The first step in developing planning guidance began with the Two Waters Strategic Framework (2015). The strategic framework sets out broad principles for development.
- 2.3 In 2016, consultants BDP were appointed to develop this work further by creating a masterplan for the Two Waters area. This masterplan is to include detailed design principles for four key development sites within the site area as well as design principles for the wider area.
- 2.4 The masterplan will help ensure that any development minimises additional pressure on the local environment and infrastructure, including transport and that each key development makes a contribution towards the required improvements. The masterplan will also ensure that development proposals and any transport mitigation measures are viable and costed. The masterplan will also set out how these will be implemented.
- 2.5 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 around 2019.

3.0 Work to date on the masterplan

- 3.1 Following the appointment of BDP, they have undertaken a review of existing documents and relevant policies and guidance. They have also met with key stakeholders, namely landowners on a one to one basis. These stakeholders include National Rail, National Grid, Box Moor Trust, and Property Developers.
- 3.2 Information gathered through this initial review and stakeholder consultation has been used to identify opportunities and constraints in the area, refine the draft vision and key objectives set out in the Two Waters Strategic Framework, refine the key development sites identified and draft some basic key design principles for the area.
- 3.3 The draft constraints and opportunities, vision, objectives, key sites and key design principle concepts were consulted on through two consultation events held in November 2016 that were open to the general public. The consultation was also open for comment on our website for two weeks from the events until 18th November 2016. We have received over 200 responses through a questionnaire, emails and letters in response to this consultation. The results have been reviewed and analysed by BDP and are presented in Appendix 1: Consultation Statement. All consultation material is also included in the Consultation Statement.

4.0 Proposed way forward

- 4.1 Following on from the recent public consultation on the initial stages of the masterplan, BDP will use the results to update their evidence pack and commence work on drafting the first background chapters of the masterplan.
- 4.2 Two further workshops will be held in January with participants identified from the November consultation questionnaires. The half-day workshops will be delivered on one day by an independent facilitator, with relevant stakeholders, officers and Members present.
- 4.3 At this workshop, participants will explore key themes identified from the initial consultation in greater depth and have an opportunity to propose solutions to key questions.
- 4.4 The results from this consultation will provide the detail for the way forward on key guidance principles, opportunities and proposals for the zones and the wider area, forming the main chapters in the draft masterplan.
- 4.5 We expect the draft masterplan to be ready for March/April 2017. It will then be reported to Cabinet before a six week online public consultation.
- 4.6 Results from this consultation will be used to finalise the draft masterplan which will be reissued to Cabinet and Council to be adopted as a Planning Statement. The masterplan will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan around 2019.

Two Waters Masterplan

Consultation Statement

Page 28

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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1. Introduction
 2. Previous Consultations
 3. Stakeholder Discussions
 4. Two Waters Consultation Overview
 5. Questionnaire Findings
 6. Key Consultation Themes and Council Responses
 7. Summary of Respondents' Comments and the Council Responses
 8. Conclusion
- Appendix A – Consultation Questionnaire
- Appendix B – Consultation Public Notice
- Appendix C – Consultation Letters
- Appendix D – Media Coverage
- Appendix E – Consultation Boards

TWO WATERS MASTERPLAN – STATEMENT OF CONSULTATION

1. Introduction

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

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

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

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

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

2. Previous Consultations

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

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

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

[Website.](#)

3. Stakeholder Discussions

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

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

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

Network Rail

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

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

National Grid

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

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

Box Moor Trust

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

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

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

4. Two Waters Consultation Overview

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

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

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

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

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

Online Responses

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

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

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

Questionnaire

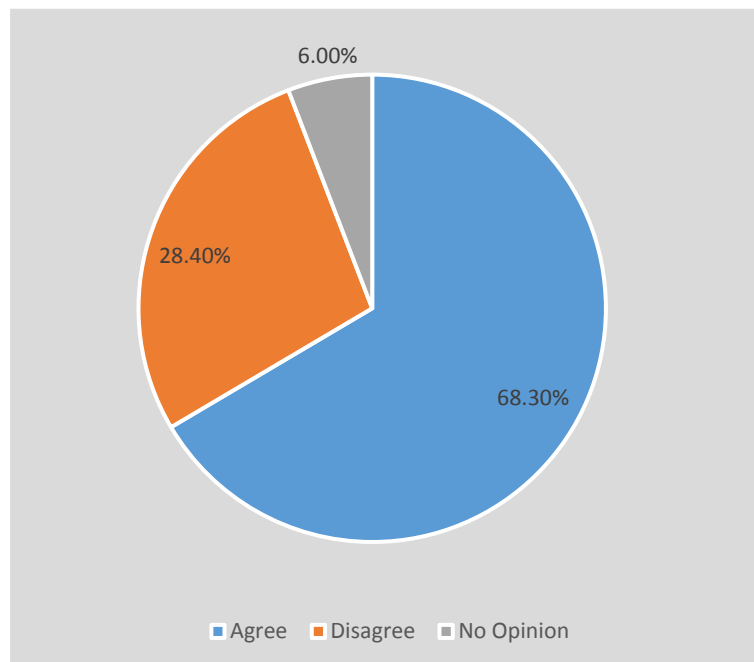
A questionnaire covering the key topics of the consultation boards was available at the drop-in events and online. DBC received 190 responses. Further correspondence in letter and email format in response to the consultation was also received from Historic England, Hertfordshire County Council, The Box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

5. Questionnaire Findings

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

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

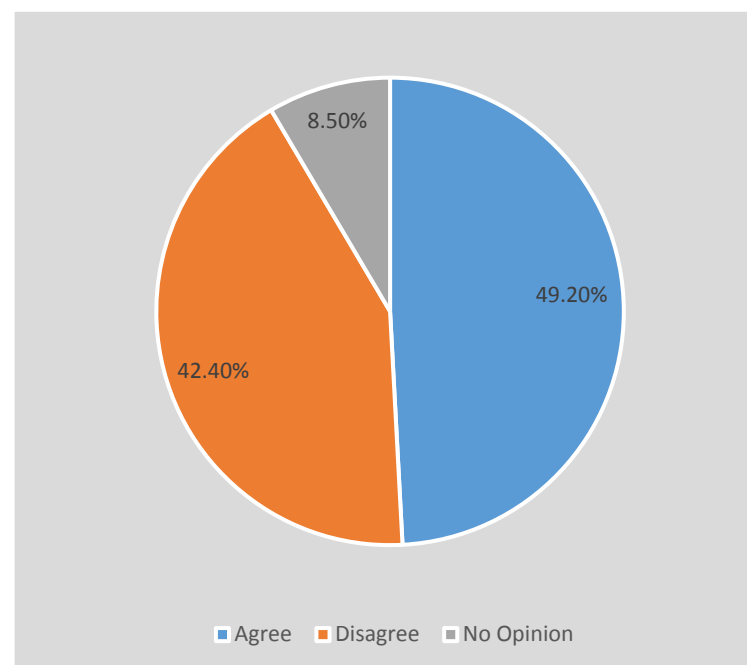
Question 1 – Do you agree or disagree with the constraints for Two Waters?
(refer to board 3 of the consultation)



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

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

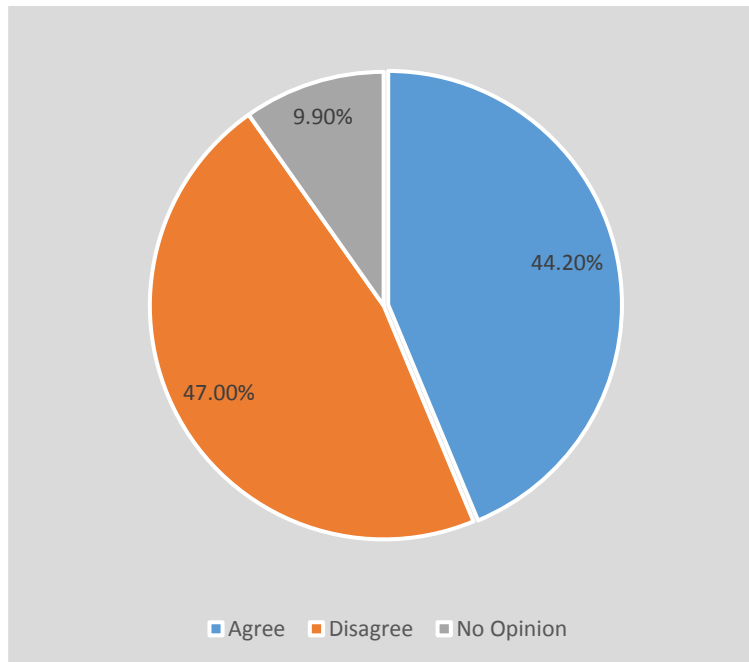
Question 2 –Do you agree or disagree with the opportunities for Two Waters?
(refer to board 3)



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

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

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



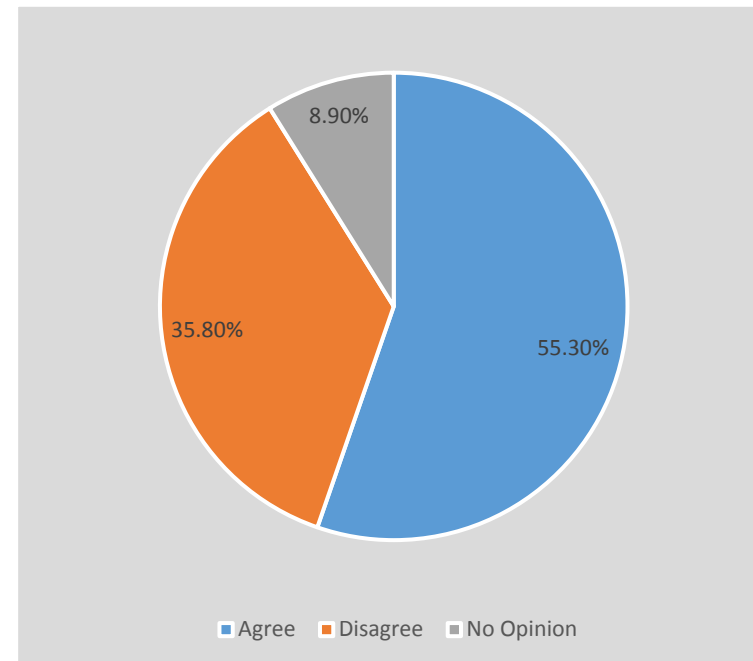
A higher proportion of people who filled in the questionnaire disagreed (47%) than agreed (44.20%) with the vision statement. A large number of those who disagreed with the vision expressed general concern around the intensification of the population density, and the impact that this may have on traffic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

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

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

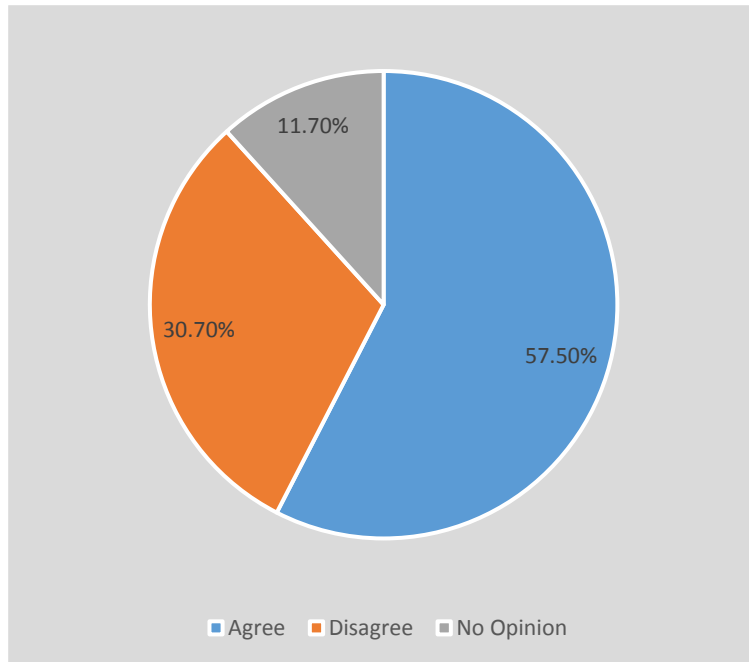
(refer to board 4)

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



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

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

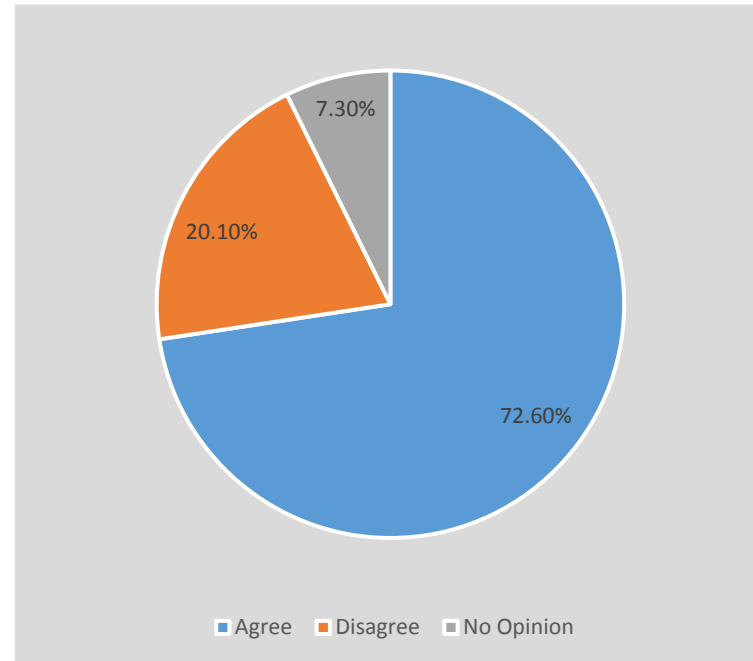


maximum building heights across the Two Waters area.

(ii) *Complement neighbouring centres*

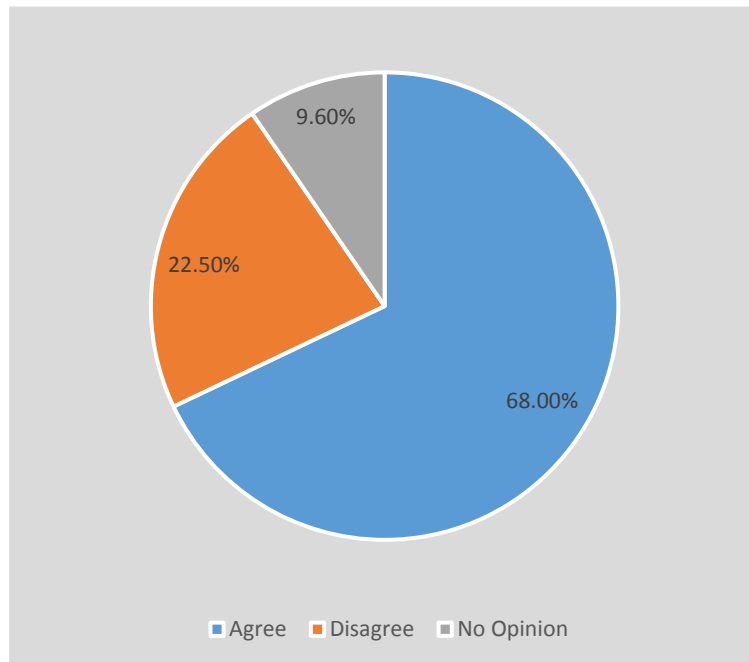
Overall the majority of people agreed with (57.50%) or had no opinion (11.70%) on the objective for the area to complement neighbouring centres. Those who agreed, commented on the requirement for any new development to be in-keeping with the existing character of the area. A large number of respondents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

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



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

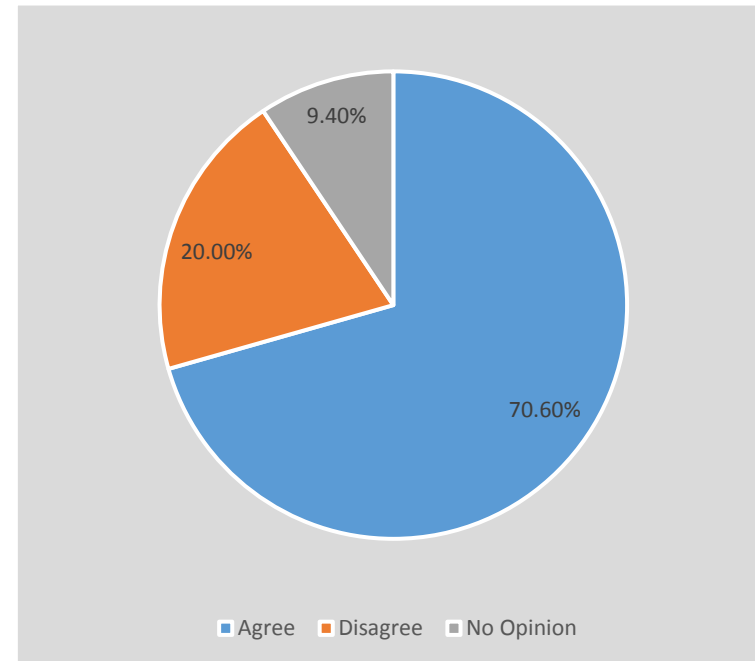
(iv) *Open up and enhance a network of natural assets*



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

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.

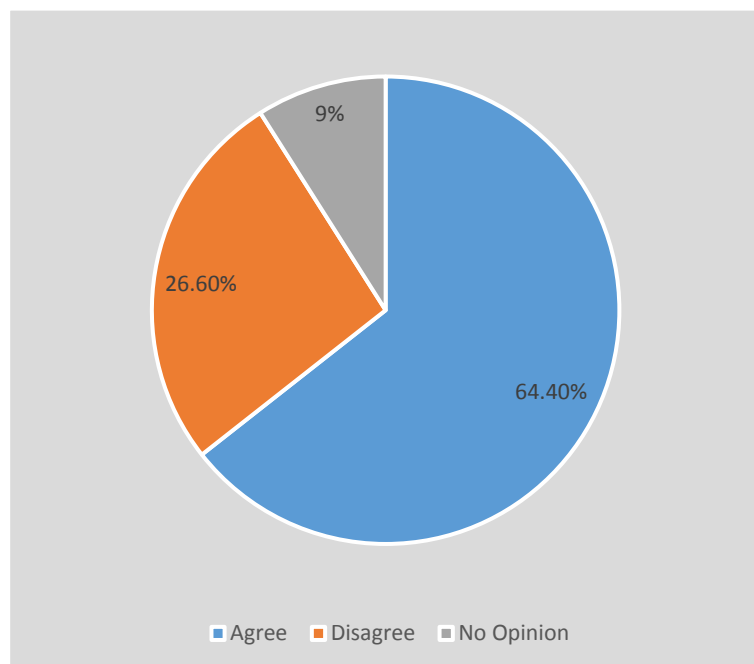
(v) *Enhance and better reveal Two Waters' heritage and landmarks*



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.

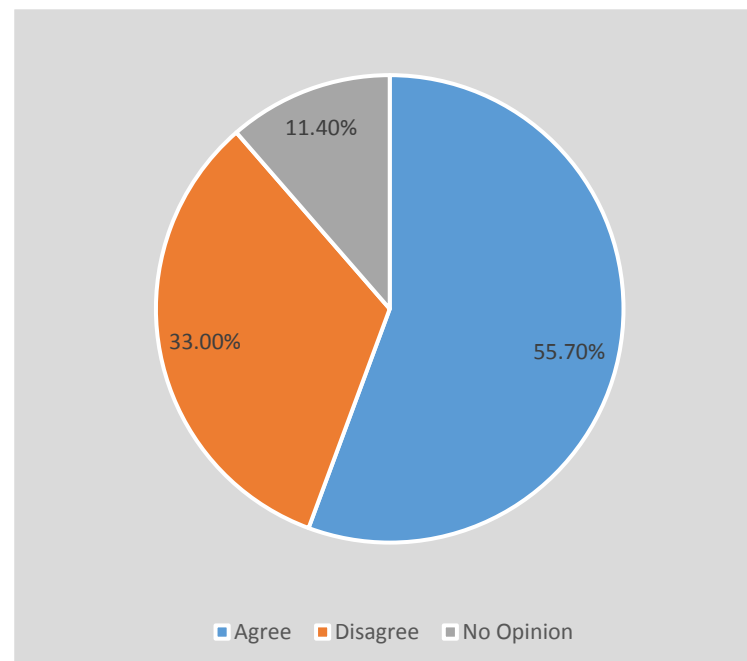
(vi) *Ensure a deliverable masterplan*



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.

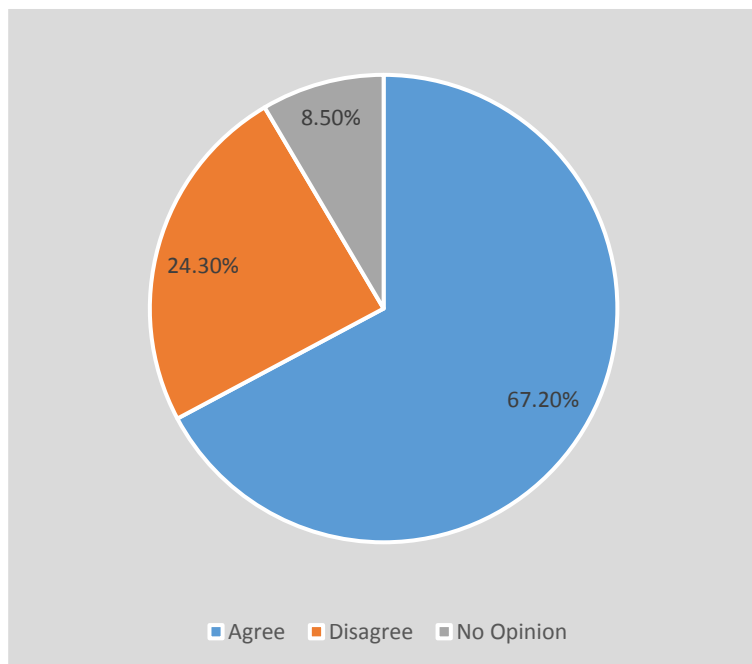
(vii) *Create and connect destinations*



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.

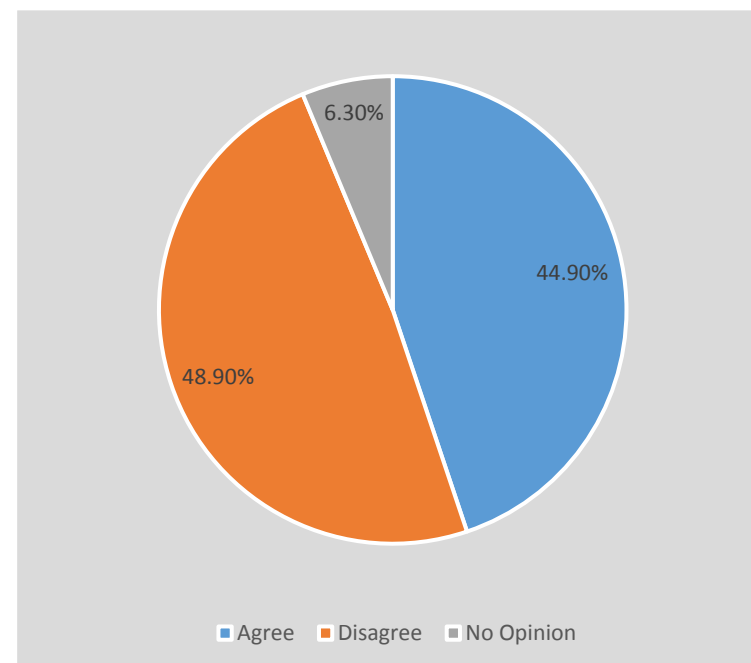
(viii) *Ensure existing and new development work together*



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?

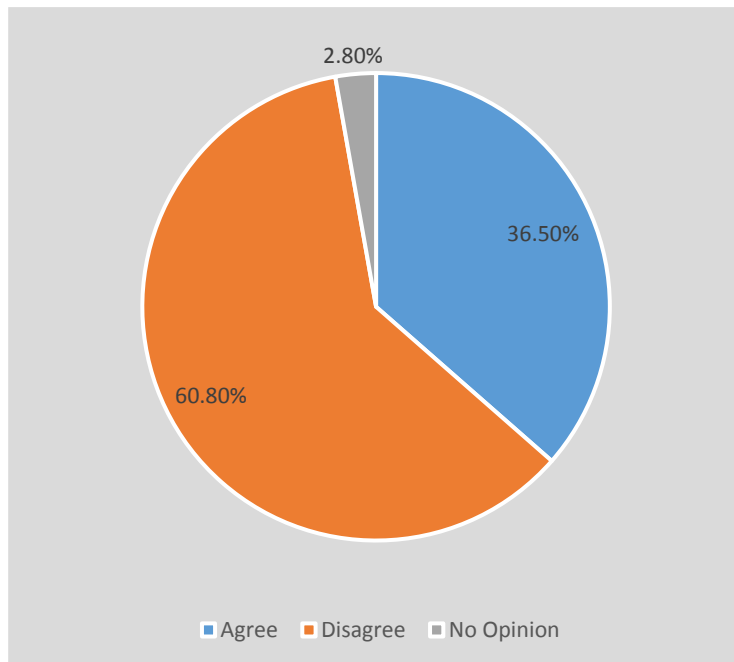
(refer to board 5)



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.

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

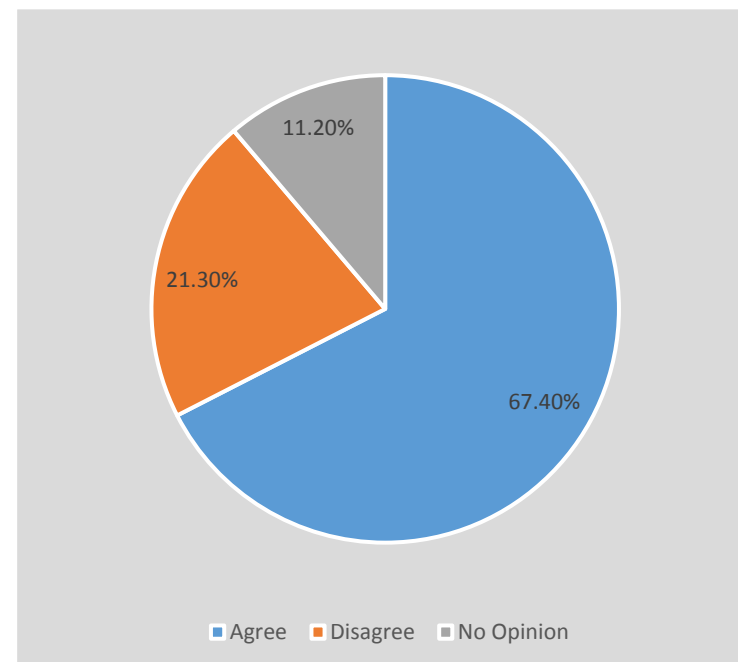
(refer to board 6)



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

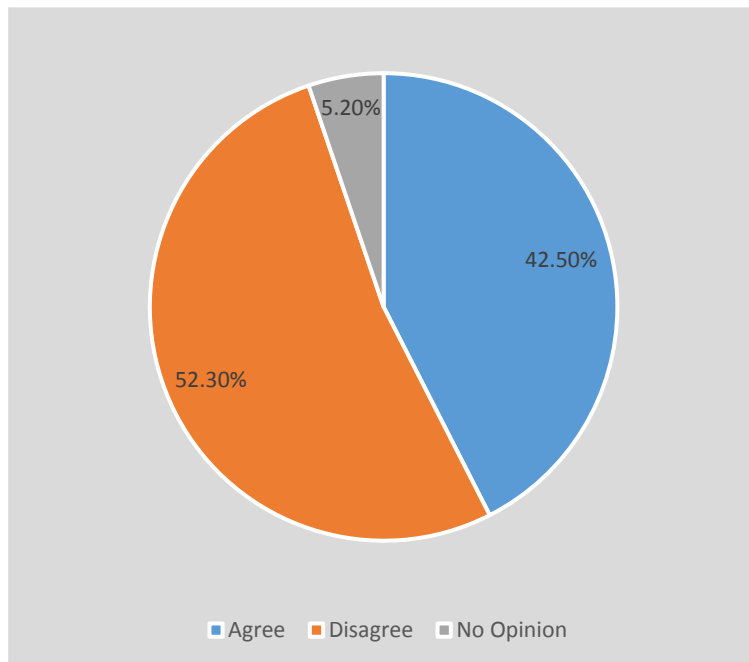
(refer to board 7)



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?

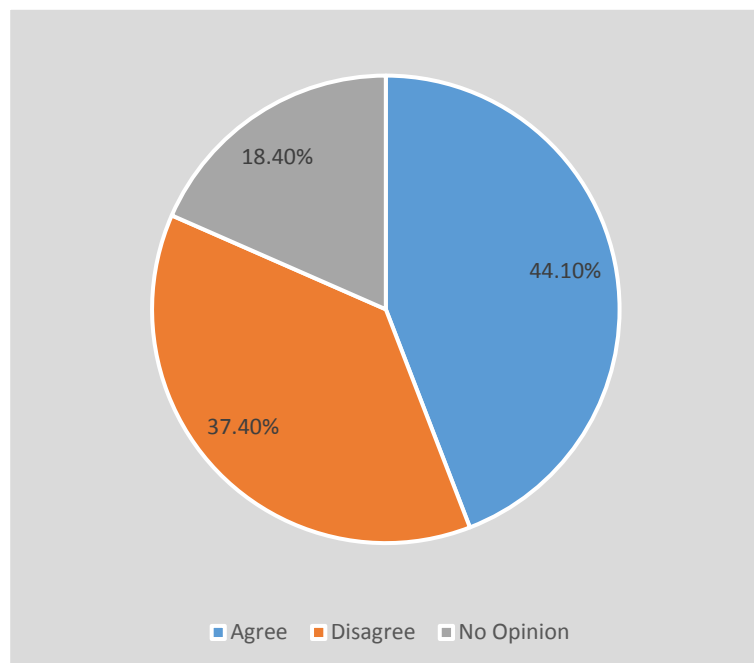
(refer to board 8)



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
1. Scale and Density of Development 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	Scale and density of development will be examined in further detail at the next stage of developing the Masterplan.

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
	further detail at the next stage of Masterplan development, linking to HCC's Growth and Transport plan proposals.
<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. 	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.
Q9 Boundaries of Key Sites	<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. 	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.

8. Conclusion

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

APPENDICES

Appendix A – Consultation Questionnaire

Appendix B – Consultation Public Notice

Appendix C – Consultation Letters

Appendix D – Media Coverage

Appendix E – Consultation Boards

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

Agree ☐ Disagree ☐ No Opinion ☐

Design principles comments:

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

Agree ☐ Disagree ☐ No Opinion ☐

Open space and sustainability principles comments:

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

Agree ☐ Disagree ☐ No Opinion ☐

Transport and movement principles comments:

KEY SITES

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

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

Agree ☐ Disagree ☐ No Opinion ☐

Key site comments:

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

FUTURE CONSULTATION

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

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

Name:

Email:

Address:



**TWO WATERS MASTERPLAN
CONSULTATION
RESPONSE FORM**

November 2016

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

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

Please review the consultation boards online via www.dacorum.gov.uk/consultation. 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
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Telephone: 01442 228000
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DX 8804 Hemel Hempstead
D/deaf callers, Text Relay:
18001 + 01442 228000

Dear Sir/Madam,

Consultation on the Two Waters Masterplan

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

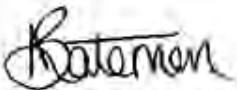
An online questionnaire will also form part of this consultation and will be available on the Council's website www.dacorum.gov.uk from 4 November. The closing date for comments on this consultation is 18 November.



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

A handwritten signature in black ink, appearing to read 'Nathalie Bateman', enclosed within a thin rectangular border.

Nathalie Bateman
Team Leader – Strategic Planning and Regeneration

NEWS

DEVELOPMENT

Have your say on 'new neighbourhood' plan

By TOM BURTON
tom.burton@press.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

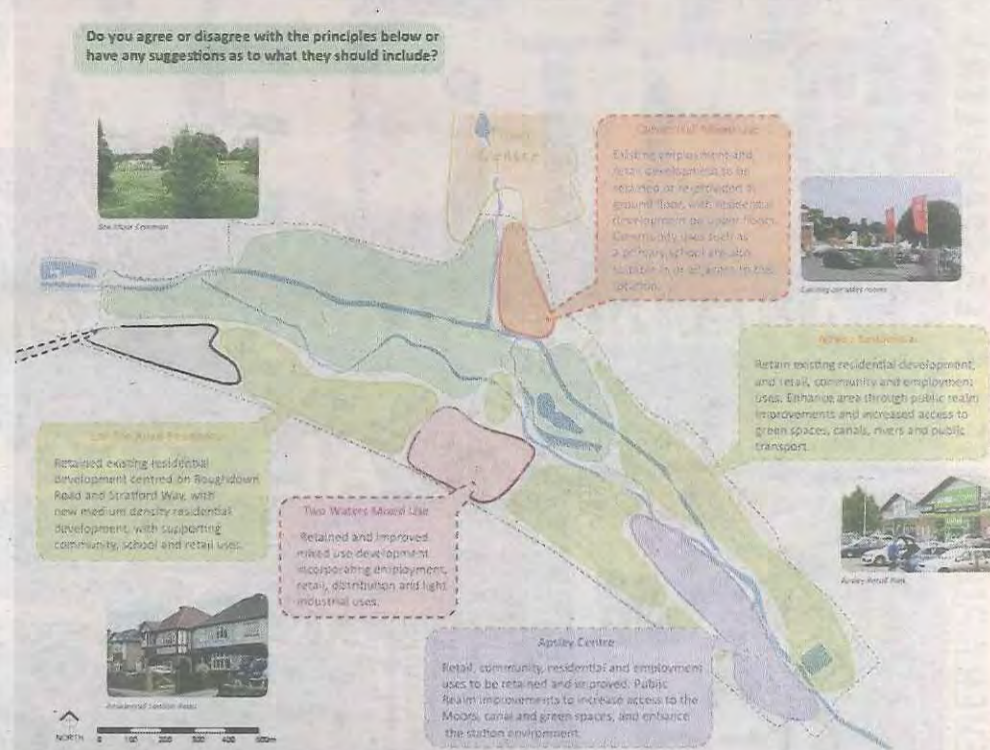
to "improve station facilities including car parking".

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



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 of 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

Two Waters Masterplan - The Site

Page 59

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



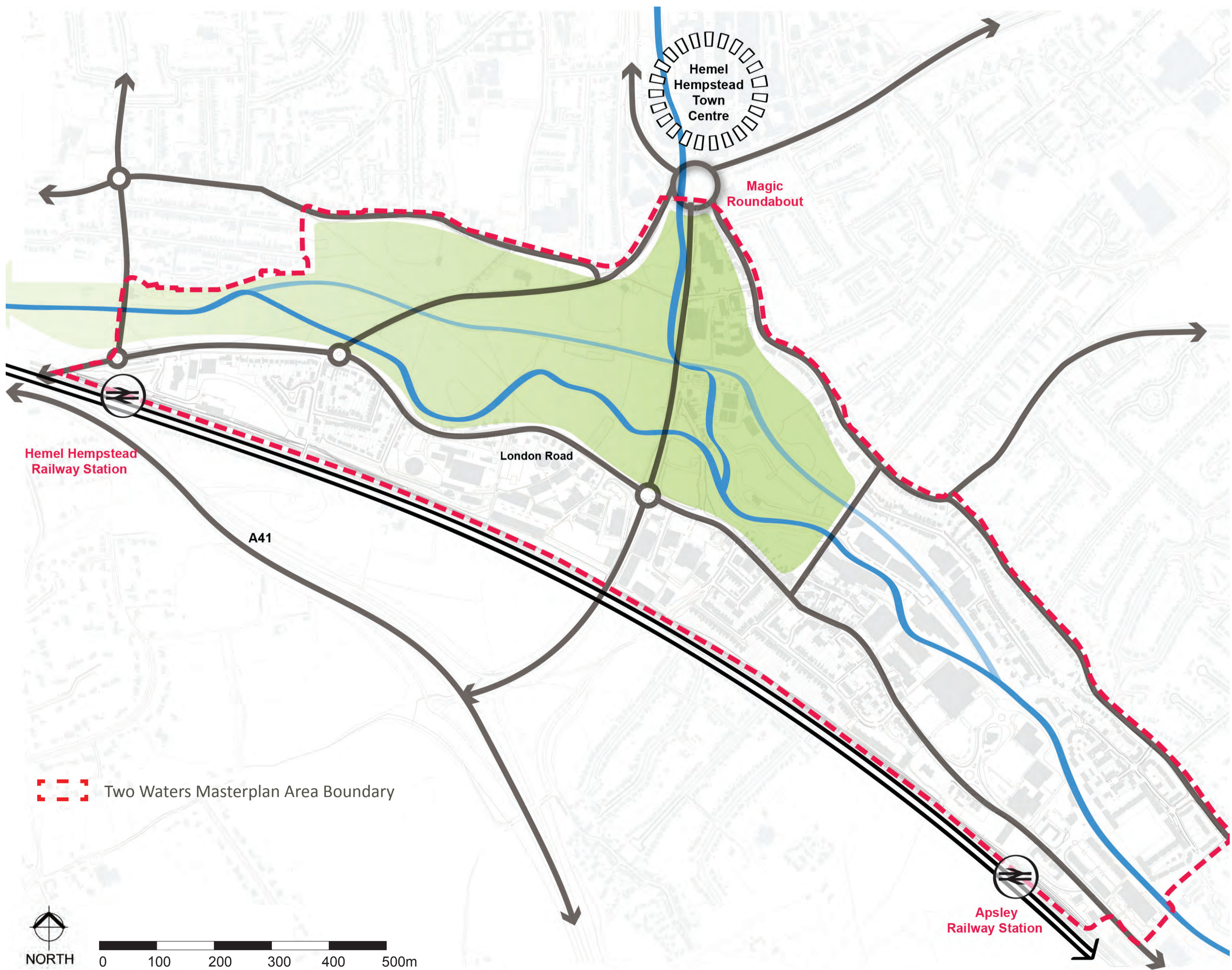
Hemel Hempstead Train Station



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

Two Waters Masterplan - Constraints & Opportunities

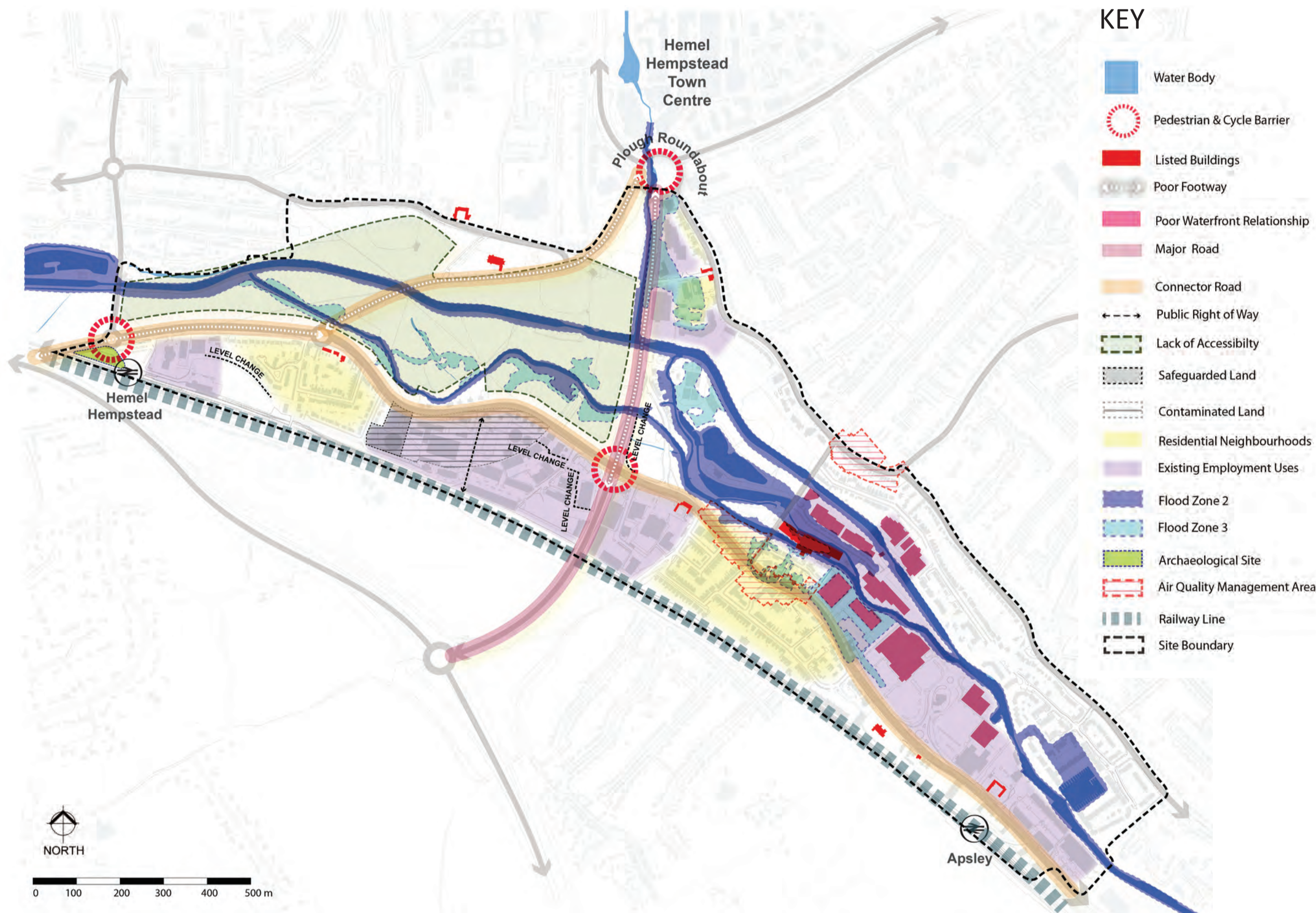
3

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.

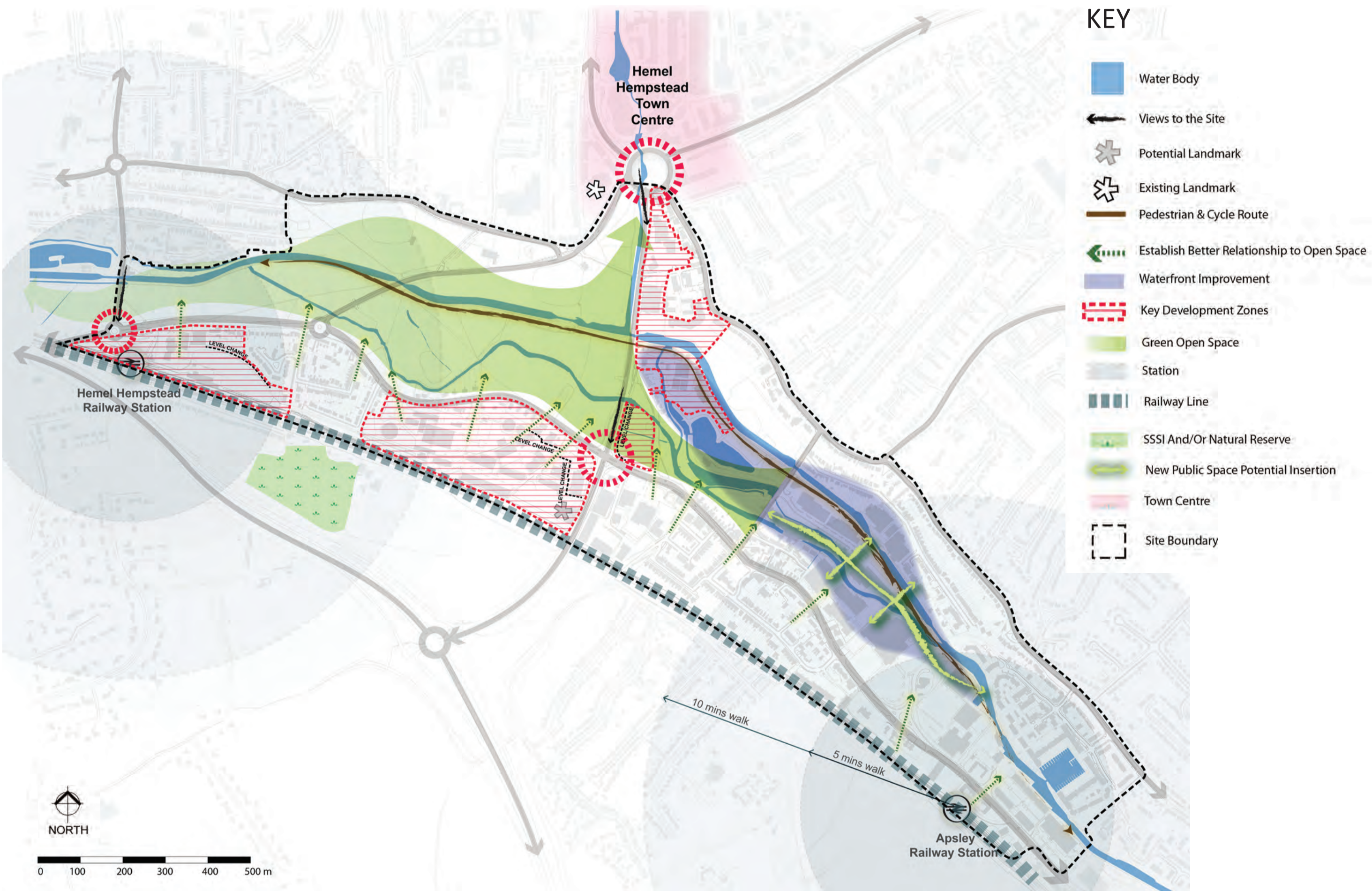
Do you agree or disagree with the constraints and opportunities below or have any suggestions as to what they should include?

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, Felden, 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

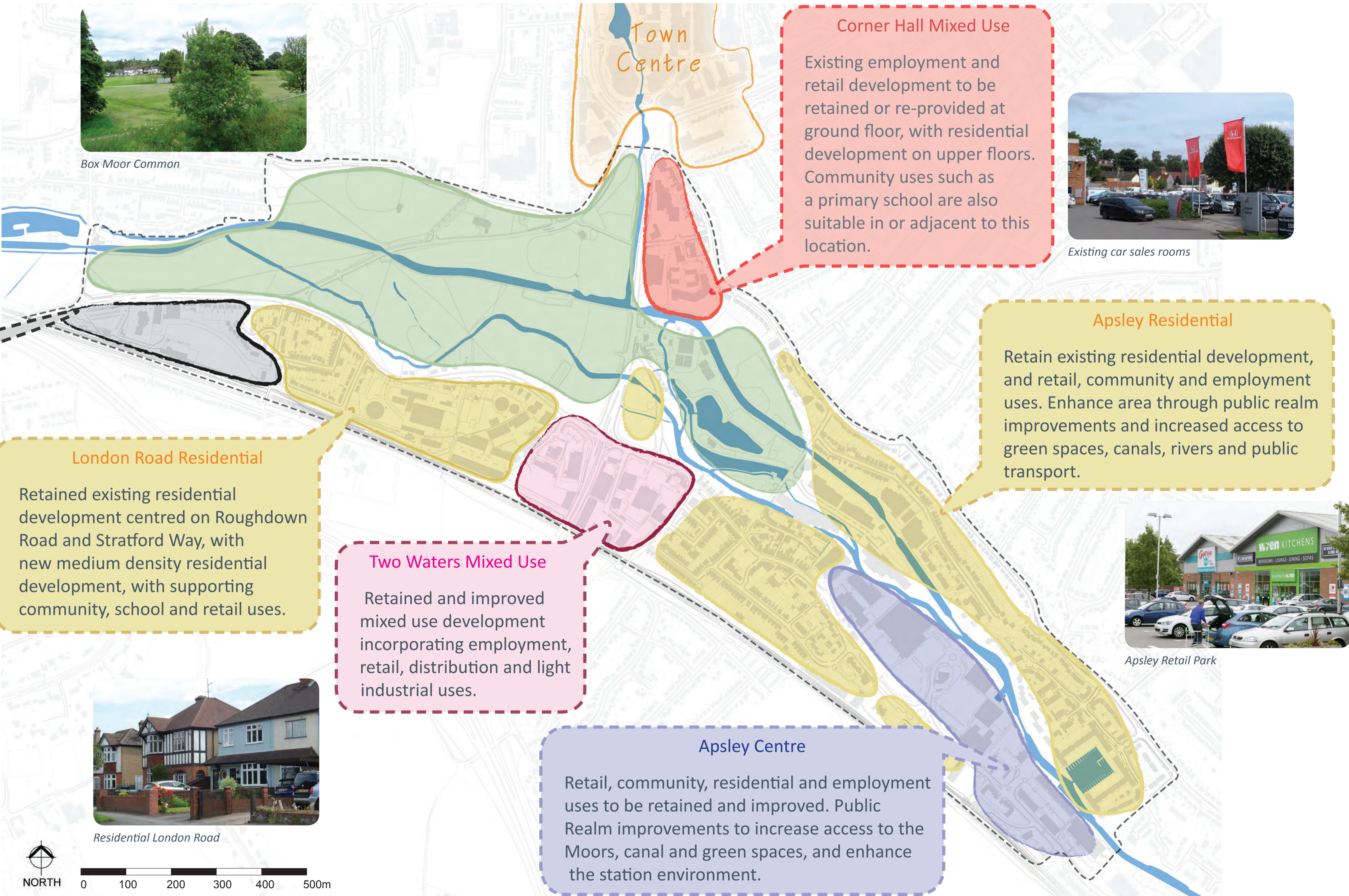
Guide the development of individual development sites to integrate with existing and proposed development, and contribute to site wide improvements such as roads and schools.



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

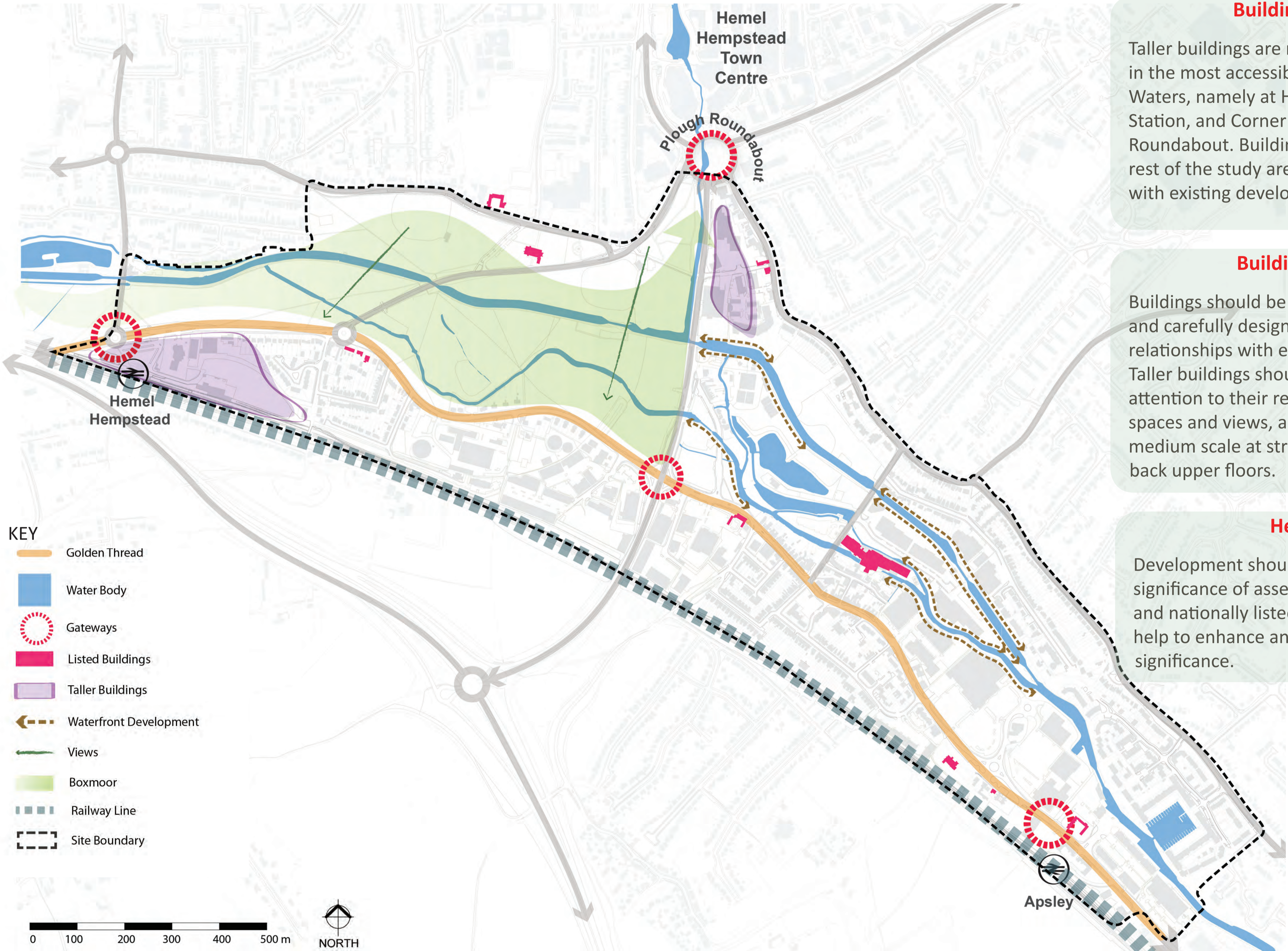
Taller buildings are most appropriate in the most accessible locations in Two Waters, namely at Hemel Hempstead Station, and Corner Hall fronting the Plough Roundabout. Building heights across the rest of the study area should be in keeping with existing development.

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

7

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

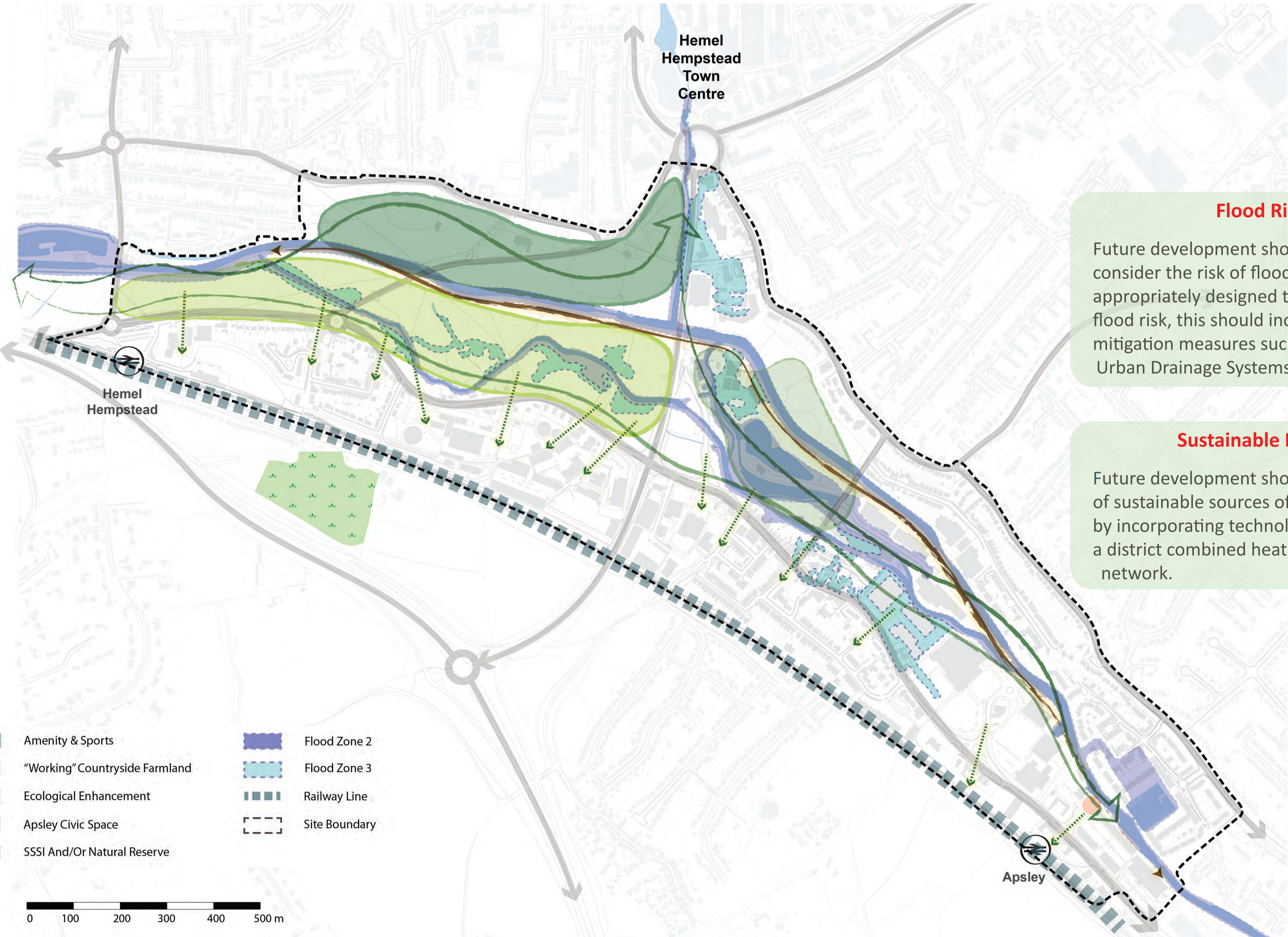
Enhance green and blue infrastructure through a net increase in trees and planting. There is a significant opportunity to provide ecological enhancements to the east of Two Waters Road and north of London Road.

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

Green Spaces

Open Space Enhancement

Pathway Improvement

Amenity & Sports

"Working" Countryside Farmland

Ecological Enhancement

Apsley Civic Space

SSSI And/Or Natural Reserve

Flood Zone 2

Flood Zone 3

Railway Line

Site Boundary

NORTH

0 100 200 300 400 500 m

Please leave your comments here on the post-its provided.....



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

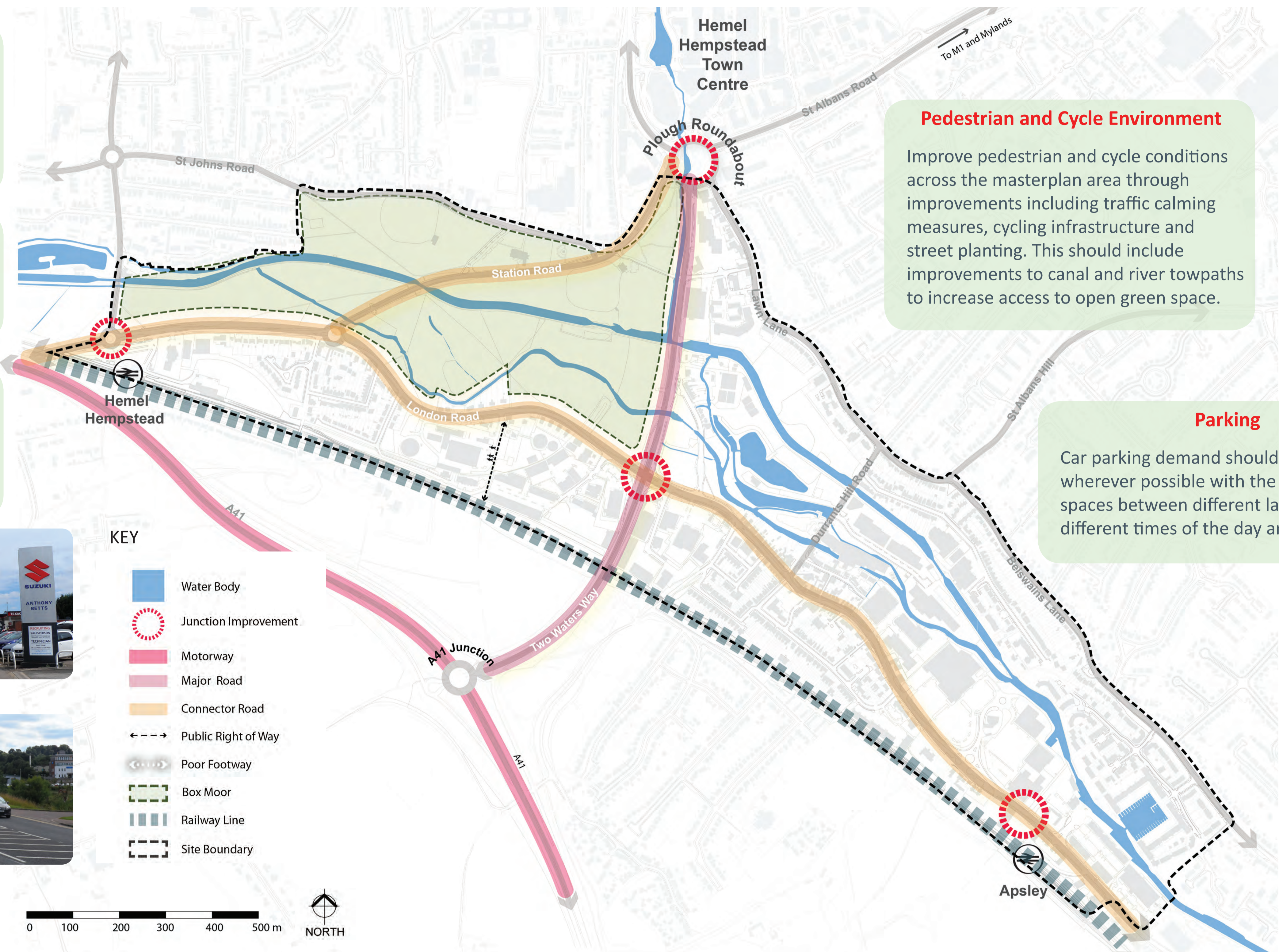
Individual developments will be supported by a travel plan to encourage sustainable travel such as public transport, cycling, walking and car sharing.

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.



- KEY
- Water Body
 - Junction Improvement
 - Motorway
 - Major Road
 - Connector Road
 - Public Right of Way
 - Poor Footway
 - Box Moor
 - Railway Line
 - Site Boundary



Station Road



London Road



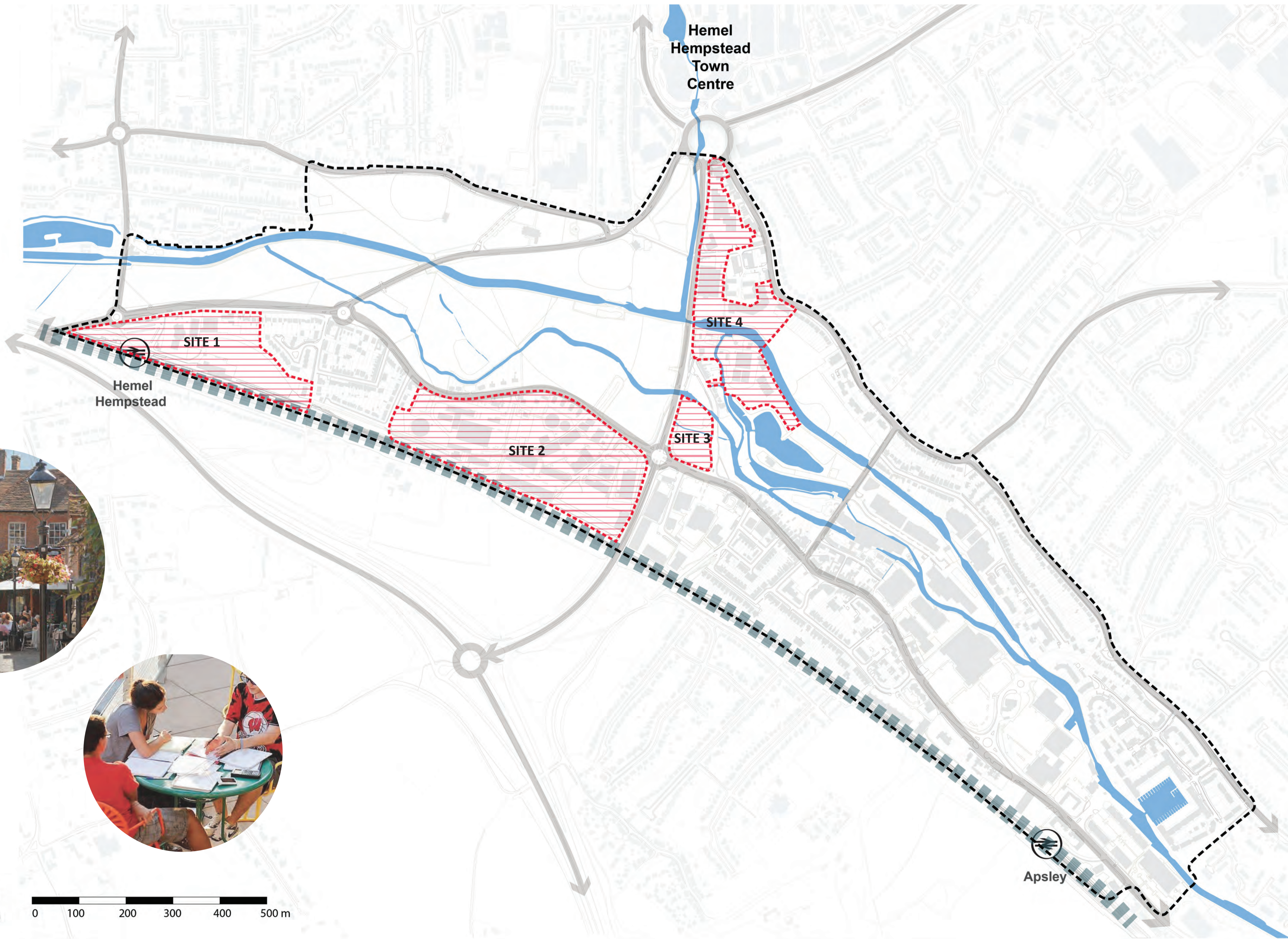
Plough Roundabout



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?

Please leave your comments here on the post-its provided.....

